

CLIPPER SHIPS AND YACHTS



RECOLLECTIONS
OF
FRANK GRAY GRISWOLD



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CLIPPER SHIPS

AND

YACHTS

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The Panama III

CLIPPER SHIPS
AND
YACHTS

FRANK GRAY GRISWOLD



F. Gray Griswold.

DUTTON'S
NEW YORK
1927

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THE HOUSE FLAGS
OF THE
MERCHANTS OF NEW YORK



Wm. Whitlock, Jr.



Union Line Havre P.
Bolton, Fox & Livingston
Wm. Whitlock, Jr.



N. L. & G. Griswold.



Howland & Aspinwall.



Moses Taylor.



E. K. Collins & Co.
Liverpool Line.



E. K. Collins & Co.
New Orleans Line.



Josiah Macy & Son.



John Griswold,
London Line.



Gordon & Talbot.



Fred'k Gebhard & Co.



Baldwin & Co.



Goodhue & Co. or
C. H. Marshall.
O. Line Liverpool P



Hicks & Co.
Liverpool Line.



Wm. Nelson,
New Orleans Line.



Taylor & Merrill.



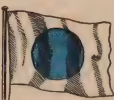
A. Foster & Sons,
Rio Janeiro Line.
FIGURE FROM 1 TO 4.



G. Sutton,
Charleston Line.



Post & Phillips.



G. Bulkley,
Charleston Line.



Robert Kermit,
Liverpool Line.



C. Barstow & Pope.



Brander & Maury



Goodhue & Co.



Peter Harmony & Co.



Grinnell, Minturn & Co.
London Line.



Dunham & Dimon,
Charleston Line.



P. A. Hargous,
Vera Cruz Line.



Oliphant & Co.



D. H. Schmidt's Son
& Co.



Edward Noltenius &
Pavenstad.



Glover & McMurray.



Johnson & Lowden,
Savannah Line.



S. Broom.



Everett & Battelle.



G. Gorden.



J. Laidlaw & Whitlock.



Mason & Thompson.



Jos. Foulke & Sons.



Green & Co.
Ship Severn.



Oelrichs & Kruger,
Bremen Line.



O. Mauran.



Sturges & Clearman,
Mobile Line.



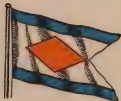
A. Bell & Co.



Dunham & Dimon,
Savannah Line.



Johnson & Lowden.,



Sturges & Clearman.



J. W. Alsop, Jr.



Boyd & Hincken,
Havre Line.



E. D. Hurlbut & Co.
Apalachicola Line.



E. D. Hurlbut & Co.
Mobile Line.



E. D. Hurlbut,
Pensacola Line.



Scott & Morrell,
Savannah Line.



Robert I. Walker.



Scott & Morrell,
New Orleans Line.



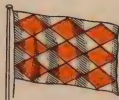
M. & R. Maury.



Grinnell, Minturn & Co.
Liverpool Line.



Spofford & Tillitson.



B. Aymer & Co.



P. I. Farnham & Co.



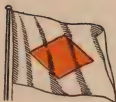
John Jacob Astor



D. H. Robertson,
Ship H. Kneeland.



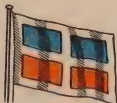
Ship Adirondack.



R. M. Demill.



Center & Co.



A. Hubbard & Co.

THE MERCHANTS OF OLD NEW YORK



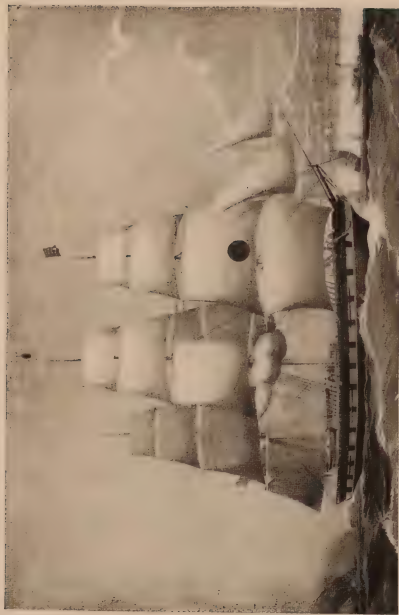
THE MERCHANTS OF OLD NEW YORK

FROM 1800 until the Civil War the merchants of New York were the leaders of the city commercially, financially, politically and also socially. The word merchant did not mean a green-grocer or haberdasher as it does today, but described a man with large capital who was an exporter of domestic and an importer of foreign goods, who owned his own ships and usually their cargoes as well.

In the very early days the merchants traded chiefly along our coast and their vessels were sloops, which is the Dutch name for single-stickers. In those days the East River water-front was Water Street but as the ships increased in size and deeper water was necessary the land was filled in,

first to Front Street and later to South Street as it is today.

During the first fifty years of the last century the chief industry along our Eastern Coast was shipbuilding. As far back as 1668 the Chairman of the East India Company in England wrote: "Of all the American plantations, His Majesty has none so apt for building of shipping as New England, nor any comparably so qualified for the breeding of seamen, not only by reason of the natural industry of that people, but principally by reason of their cod and mackerel fisheries, and in my poor opinion there is nothing more prejudicial, and in prospect more dangerous, to any mother kingdom, than the increase in shipping in her colonies, plantations and provinces." Even at that time many of the spars and much of the timber that went into His Majesty's ships had grown on American soil and, owing to the plentiful supply of timber, ships soon could be more cheaply built in America than in England. About 1720 complaints were heard in England that the New England



Black Ball Line Packet

shipyards were drawing away the best of the English ship carpenters.

After the Revolutionary War the merchants of Salem, Boston, and New York vied with each other in sending ships to all parts of the world.

Before the War of 1812 England held the proud title of the Mistress of the Seas, for she had defeated Spain, Holland, and France, but during that war her fighting ships and merchantmen were sorely harassed by the more lightly built, fast-sailing frigates and privateers of the United States. Our vessels were modeled after the fast luggers of France, which were chiefly used in smuggling enterprises. It was from these vessels that the models of the first American frigates and privateers originated. As England had kept her colonies as much as possible in ignorance of naval affairs, we had to copy the models of French vessels. The greatest breadth of these vessels was well forward of amidships and at the wateredge, with a slight, gracefully receding tumble-home to the plank sheer. The after-body

was finely moulded, clean, sharp, and long with a powerful transom and quarters.

The British ships were of heavier construction than ours and much heavier aloft; their masts and yards were not so long and their canvas, being heavier and cut with a belly to it, did not hold the wind when close-hauled. Our vessels sailed rings around them. If a combat became too hot our ships could often escape on account of their superior speed.

Shipping was greatly stimulated by the after effects of the War of 1812. The Liverpool packets, the Black Ball Line, came out in 1816. In 1821, a packet line was started between Philadelphia and Liverpool and Grinnell & Minturn's Swallowtail Line from New York to London followed in 1823.

The first clipper ship, the *Ann McKim*, was built in Baltimore in 1823. It is not known how the word clipper originated, for there were "clipper brigs" and "clipper schooners" in Baltimore before that date. It is supposed to have come from the expression "going at a clip" or high speed. The

Ann McKim was also the first ship ever built by reproducing the lines of a smaller vessel — a “clipper schooner.” She was 143 feet long and 493 tons register. She was followed some years later by the *Rainbow* built for Howland & Aspinwall, then by the *Akbar* in 1839, the *Helena* built in 1841 for N. L. & George Griswold, and the *Courier* was built in 1842 by Donald McKay. The *Houqua*, *Montauk*, and the first *Panama* followed. The latter was built by my grandfather for the China trade and the firm later owned two other ships with the same name. The renowned *Sea Witch*, which still holds the record of 77 days from Canton to New York, was finished in 1846. The clipper ships gradually increased in size and were the fastest ships ever built, yet much of their speed was owing to the skill and energy of their American captains, for they carried sail in all weathers and never shortened canvas or hove-to unless absolutely necessary. The old English custom of shortening sail at nightfall was abandoned. This meant shorter voyages and the saving

of much money. The foreign ships would touch at different ports in the course of a long voyage, but the Yankee skipper would sail from Boston or New York for Canton direct, stay there a few days, load up with tea and return by the same route. Speed was desired because it was an economy and the first cargo of a season's teas brought big prices.

Gold was discovered in California in 1848 and much larger ships were designed. In 1851 my father built the *Challenge* of 2006 tons, the largest and finest clipper of her day. Her mainmast was 97 feet long and her main-yard 90 feet in length. She carried 12,780 running yards of cotton canvas, with skysails, studding-sails and ringtail, and she was painted black with a band of gold along the line of her sheer, and carried 56 men before the mast. *Challenge* was commanded on her first trip to San Francisco, in 108 days, by Captain Waterman, longtime captain of the celebrated *Sea Witch*. Fortunes were made or lost on round voyages to China or to California, but the end of the

golden harvest came with the Civil War. The war lasted four years and during that time most of the ships that were owned in New York and New England were either destroyed by Confederate raiders or were sold abroad to save them from that fate.

After the war was over, owing to unwise laws, the conditions were but little better for the American shipowners. In order to protect a few shipbuilders along our coast a law was passed forbidding any vessel not built in the United States from flying the American flag. Iron tramp steamers had begun to take the place of sailing ships in England, for owing to smaller crews they could be run more cheaply. As there were no facilities for the building of iron ships in America in those days, our flag was gradually driven off the seas and our merchants to the wall. Some firms, like A. A. Low & Co., hung on for a few years but found their sailing ships could not compete with the British tramps. It was not the lack of brains and pluck of our merchants that ruined our shipping, but unwise United States laws. What

had been America's greatest industry for one hundred and fifty years was destroyed by legislation. The American flag, which had been proudly flying in every port in the world, disappeared, and we have been paying heavy tribute to foreign countries ever since for carrying our merchandise.

In 1847 the United States had 1,241,313 tons of shipping in foreign commerce.

As shipbuilding was the great industry, it is natural that the shipbuilders should have been men of great prominence in the community. Such names as Steers, Webb, Collier, Magoun, McKay, Train, Bell, Westervelt, Hall and others are today of great social importance.

The sea captains were often gentlemen born, well educated, and men of great integrity. They owned shares in the ships they commanded and often in the cargoes as well. Their families are prominent today: Osgood, Marshall, DePeyster, Delano, Trask, Woodhouse, Palmer, Babcock, Morgan, Very, Cutting, Samuels, Russell, Waterman, Lane, Johnson, and many others.



THE GEORGE GRISWOLD IN LINE OF THE SQUADRON, EXERCISING THE MANOEUVRE, TEN MILES FROM HALLOWEEN, SEPTEMBER 1861

The George Griswold At Liverpool

RECORD VOYAGES

New York to Hong-kong

Houqua 84 days in 1844

Canton to New York

Natchez 78 days in 1845

Sea Witch 77 days in 1846

Both vessels were commanded by Captain
Waterman.

New York to San Francisco

Flying Cloud 2 voyages in 89 days in 1851
and 1854

Swordfish in 90 days in 1852

Andrew Jackson in 89 days in 1860

San Francisco to New York

Northern Light around the Horn in 76
days 5 hours in 1853

San Francisco to Boston

Comet around the Horn in 76 days in 1854

Boston to Rock Light, Liverpool

James Baines in 12 days 6 hours in 1854,
and later in 1854 she sailed from Liver-
pool to Melbourne in the record time of
63 days

GOODHUE & CO.

THIS firm was founded by Jonathan Goodhue in 1809. He came from Salem, Mass. It was at first Goodhue & Swett and became Goodhue & Co. in 1819 when Mr. Perit became a partner. Their first place of business was at 34 Old Slip, moving afterwards to 44 and later to 64 South Street. They did a very large business and acted as agents for commercial firms in all parts of the world. They had the Black Ball Packet Line to Liverpool, and a captain who had been in their employ, Captain Charles H. Marshall, was the agent for this line for many years.

Their most celebrated ship was probably the *Mandarin*.

The firm was dissolved in 1861.

FREDERICK GEBHARD & CO.

THE first Frederick Gebhard came to New York from Holland as agent for the firm of Meder & Zoon, distillers of *Swan Gin*, and it is on record that his firm imported 4,000 pipes of Gin in 1836. He took his nephew Shuchardt into partnership in 1822 and founded the firm of Gebhard & Co. They had a packet line to Holland. Mr. Gebhard lived in Greenwich Street over his office until 1821 when the firm moved to 21 Nassau Street. Gebhard died in 1832 and the house name was changed to Shuchardt Favre & Co. Favre had married Miss Gebhard. When Frederick Gebhard Jr. came of age, he was made a partner and the firm became Shuchardt & Gebhard. They did a large business in exporting furs and importing silks and liquors and eventually became the most important Dutch banking house in the city, their bills on Holland selling higher

than those of any other house. This Frederick was the father of the last Frederick Gebhard, the well-known man-about-town and racing man, who died in 1910.



Ship George Griswold

Captured June 3, 1863, by the *Georgia* and bonded for \$100,000

HOWLAND & ASPINWALL

THIS was for many years one of the greatest of the merchant houses. Joseph Howland was in the whaling business in New London. His son, G. G. Howland, came to New York and became a clerk with LeRoy, Bayard & McEvers, a firm that had been founded in 1790 and did business at 3 Hanover Square. Herman LeRoy lived over the office. William Bayard lived at 43 Wall Street and Charles McEvers at 34 Wall Street. Between this house and the Bank of New York there was a passage-way that led into Pine Street. In this passage-way were the offices of the prominent lawyers. While with this firm Howland was sent to Cuba as supercargo of a small vessel and on his return married the daughter of the rich Mr. William Edgar. This enabled him to form the firm of G. G. and S. S. Howland. Their place of business in 1820 was 67 Washington Street but they moved later

to 49 and 50 South Street. At first they traded with Cuba and Mexico, but later did a large China trade. In 1837 the firm was changed to Howland & Aspinwall. William H. Aspinwall, a nephew and a clerk in their office, was made a partner. He left the firm in 1850 to go into the Panama R. R. and S. S. Co. and founded the city of Aspinwall. G. G. Howland's second wife was the beautiful Miss Louise Meredith of Baltimore. S. S. Howland married the daughter of John Hone.

The firm owned many ships. The most celebrated were: *Ann McKim*, *Natchez*, *Rainbow* and *Sea Witch*.

GRINNELL MINTURN & CO.

IN 1815 this firm's name was Fish & Grinnell and consisted of Preserved Fish and Moses Grinnell, who both came from New Bedford. The junior partner was Saul Alley, a Quaker, and my maternal grandfather. In 1832 the firm of Grinnell Minturn & Co. was formed. Robert B. Minturn, a partner, was the son of Edward Minturn of Champlin & Minturn. They did a very large shipping business and owned the Swallowtail Packet Line to London. Their most celebrated ships were: *Flying Cloud*, *North Wind*, *Sea Serpent*, *Sweepstakes*, and *Sovereign of the Seas*.

Preserved Fish was a well-known character in New York for over fifty years. He was given his name by a New Bedford fisherman who found him, when a baby, floating in a fish-box at sea. He lived at 486 Pearl Street

in 1812. In his later years he was President of the Tradesmen's Bank in Chatham Square. He died at 387 4th Street, about 1850.

JOHN JACOB ASTOR

HE was a great and very successful merchant. He was born in Waldorf, Germany, in 1763 and arrived in New York in 1784. Astor seems to have been an intelligent and well-educated man, for I find he was Master of Holland Lodge in 1798. His first place of business was 71 Liberty Street and he lived at 40 Little Dock, now Water Street. He founded the American Fur Co. in 1810 and furs were his specialty. It was his custom to send a ship loaded with flour to Oregon where she would partly load with furs, sail for Canton, stopping at the Sandwich Islands, and load up with "firewood." It took years for his competitors to discover that that "firewood" was really sandal wood which brought \$500 a ton in China. The vessel would then sail for New York with a cargo of tea. Two of his early ships were the *Seneca* and the *Beaver*. Captain DePeyster commanded the former. Samuel

G. Ogden was Astor's partner at one time and Jacob B. Taylor, the father of Moses Taylor, his chief business man.

For years Mr. Astor's business was carried on at 177 Pearl Street on the corner of Pine Street. From 1802-26 he lived at 223 Broadway. John G. Coster and David Lydig lived on the same block. Astor bought all the houses on this block and built the celebrated Astor House in 1832. He had a country-seat at about where 86th Street now is. He prospered and invested his savings in New York real estate and died a very rich man.

His grandson, who was the grandfather of the present Viscount Astor, married Miss Gibbs.

N. L. & G. GRISWOLD

THIS firm was founded in 1796 and continued to do business under the same name for eighty years. Two brothers, Nathaniel Lynde and George Griswold, came from East Lyme, Connecticut, in 1794. They were descended in the fifth generation from Matthew Griswold (Greswolde) who arrived from Kenilworth, Warwickshire, England, in 1639 and who was the first Magistrate of Saybrook Colony.

In the parish church of St. Alphege at Solihill, which is not far from Kenilworth, there are two incised alabaster monumental slabs which were found, buried beneath some pews, in 1879. On the left-hand slab is inscribed:

"Pray for the souls of Richard Greswolde, knight, and Alice, his wife, which Richard died on the 8th day of September 1537. On whose souls may God have mercy. Amen."

The inscription on the other slab runs thus:

"Here lyeth the bodyse of Thomas Greswolde, of Silhill, county Warr, gent. and of Alice Jane and Isabelle, his wives, which Thomas deceased the 8th day of June 1577. He has issue by Alice his first wife one sonne, and seven daughters whom God grant a joyful resurrection."

Nathaniel L. Griswold was a famous character and was known to everyone as "Uncle Nat." He was the grandfather of the late Pierre Lorillard. George Griswold was my grandfather. Their place of business in 1800 was at 169 Front Street and they moved in 1803 to 86 South Street. About thirty years later my grandfather built the fortress-like granite building which still stands at 71 and 72 South Street. It was built from stone that was left over from the construction of the Custom House on Wall Street, now the City Bank. In those days South Street was narrow, so that from the balcony in front of the counting-room windows one could almost touch the bow-

sprit of one of the firm's ships in dock across the street, and as you drove along South Street there was a row of bowsprits overhead.

At first the firm did a coastal trade and later sent vessels to Cuba with flour and return cargoes of sugar. As they prospered they built larger ships and their business developed into the so-called China trade. Their vessels carried mixed cargoes to Canton and returned laden with tea. N. L. and G. G., known as "No Loss and Great Gain," owned their own ships and their cargoes as well, and it was they who first sold tea on its arrival at auction. These tea cargoes were valued with the duties at from \$400,000 to \$700,000, according to the size of the vessel.

Russell & Co. of Canton were the firm's correspondents. My two uncles, John C. Green and John N. A. Griswold, as well as my cousin, George Griswold Gray, were sent to China as supercargoes, were taken into Russell & Co., and retired with fortunes.

George Griswold lived at 10 Cedar Street

in 1812 and at 15 Wall Street in 1820. This house was pre-empted by the Government in order to build the Assay Office. Just west of where this house once stood is the Sub-Treasury. This corner has great historic importance. Here stood the second City Hall in 1700 which was rebuilt in 1789 and became Federal Hall, the first Capitol of the United States. The present City Hall was finished in 1812 and the old building on the corner of Wall and Nassau Streets was demolished and the lots sold. In 1817 the Government purchased the land and a Custom House was built and occupied from 1817 to 1831. The building as it now is, the Sub-Treasury, was completed in 1839.

My grandfather moved to 57 Chambers Street and in 1845 lived at 9 Washington Square. He died in 1859. My father and my uncle, George Winthrop Gray, continued the business.

When the citizens of New York heard in 1862 that the cotton mill operatives were starving in Lancashire, England, a subscription was started by the Chamber of Com-

merce for their relief. The money collected was invested as follows: 13,236 barrels of flour, 316 boxes of bread, 50 barrels of pork, 167 bags of Indian corn, 50 barrels of beef, 102 barrels of bacon, 3 tierces and 2 bags of rice, to which the New York Produce Exchange added 1,500 barrels of flour, 500 barrels of Indian corn, and 50 barrels of pork. The value of this cargo was about £12,000. My father had a new ship just off the stocks, named the *George Griswold*, and his contribution to the fund was this ship and her expenses to carry the cargo to Liverpool.

The *George Griswold* was a fine ship 200 feet long, 38 ft. beam, by measurement 1280 tons, and carried 20 men before the mast. She was built of oak, copper-bolted throughout, and had double topsail yards. Owing to the high price of cotton her sails were of Scotch hemp canvas. Captain Lunt volunteered to command her without remuneration. The risks at the time were very great as the ocean was infested with Confederate raiders. Before she sailed from New York

she was blessed by a clergyman and I remember the ceremony distinctly; I was eight years old. She arrived safely in Liverpool on February 10th, 1863, and received a great reception. It was shortly after the British Government had allowed the Confederate raider *Alabama* to sail, so that under these circumstances the unselfish generosity of the American people was greatly appreciated in England.

The risks were so great at the time that the *George Griswold* could not obtain a return cargo. She sailed in ballast for Brazil and was captured by the raider *Georgia*.

Among the good ships that N. L. & G. Griswold owned were: *Helena*, *Ariel*, *Panama*, *Tarolinta* and *Challenge*.

THE "CHALLENGE"



THE CHALLENGE

IN 1850 my father, George Griswold, decided to have a clipper ship built that would be worthy of the firm of which he was the junior partner, and gave the order to William H. Webb who had succeeded his father, Isaac, of the firm of Webb & Allen, shipbuilders. The result was the *Challenge*, the largest clipper that had been built up to that time.

The *Challenge* registered 2006 tons and was, with the exception of the *Trade Wind* of 2030 tons and a packet ship, the *Ocean Monarch*, of 2145 tons register, the largest sailing vessel ever constructed in New York.

This ship was designed for speed and it was hoped she would beat all records. She was 230 feet 6 inches in length and 43 feet 6 inches in beam and drew 27 feet 6 inches.

She was ready for sea in 1851 and it was decided to send her to San Francisco on her maiden voyage.

The gold craze was in full swing in California and freights were at times as high as \$40 a ton.

The question was, to whom should she be entrusted on her maiden trip? My father's choice was Captain Robert H. Waterman, who after some persuasion decided to accept the command.

Bob Waterman was a celebrity. He was born in New York in 1808 and sailed as a boy of twelve on his first voyage to China. In later years he was first mate on the Liverpool Black Ball packet ship *Britannia* under Captain Charles H. Marshall. At twenty-five he became a full-fledged captain and in 1843 was in command of the *Natchez* belonging to Howland and Aspinwall. He made several fast trips in her to China and return, on one voyage sailing from Canton to New York in 78 days. In 1846 Howland and Aspinwall built the *Sea Witch* and placed her in Bob Waterman's hands. He sailed this fast vessel



Clipper Ship Challenge

in the China trade for three years, making extraordinary voyages. His best voyage was from Canton to New York in 77 days, which is still the record. The *Sea Witch* was probably the fastest clipper for her inches that was ever built.

Waterman resigned his command in 1849 because, like most men of those days, he had a strong desire to go to California. In 1850 he took the Pacific Mail steamer *Northerner* to San Francisco. He fully appreciated the Pacific Coast and invested some of his savings in land.

He returned to New York to settle his business affairs with the intention of returning to California, so that after some persuasion he accepted the position of Captain of the *Challenge*, for the trip out only.

It was difficult at that time to obtain good sailors. Every crew that arrived in California deserted at once and fled to the gold fields. The ships returned with beach combers before the mast. Every tough along South Street was attempting to ship as an able seaman to San Francisco.

The crew selected for the *Challenge* consisted of 56 men before the mast and 8 boys, and only two of the sailors were Americans.

After the ship had discharged her pilot at Sandy Hook, the Captain called the crew aft and gave them a good going-over. He made up his mind that he had the worst lot of ruffians on board that he had ever sailed with. Mr. Douglas, the first mate, had been instructed to have the petty officers search the sailors' chests and bags when the crew was mustered aft, and to throw all liquor and weapons found overboard. Every sailor was then told to lay his knife on the main hatch and the carpenter promptly broke the points of the blades off square.

Captain Waterman told the crew they would be well fed and well treated if they behaved well, but that he would stand no nonsense.

Only six of the men could steer by the compass; these were made quartermasters.

When the ship was off the coast of Brazil four sailors attacked Mr. Douglas, the first

mate, with knives. Bob Waterman, hearing the row, went to the mate's assistance and with a belaying-pin laid all four men low, killing two of them. After that the officers were always armed when they came on deck and there was no further trouble.

The winds were moderate until they arrived at Cape Horn, where they had a succession of head westerly gales which greatly delayed the ship. She took 55 days to sail from New York to Cape Horn and 53 days from there to San Francisco.

Captain Waterman wrote that he was surprised they ever arrived at all with such a wretched crew, and that he had had no opportunity properly to test the vessel's speed owing to the difficulty of handling the yards with such a mob. 108 days from New York to San Francisco was not bad but the record trip of 89 days was made that year by the *Flying Cloud*, which feat she repeated in 1854.

When the *Challenge* arrived in San Francisco, the crew, which had been paid off, told wild tales of starvation, murder, and blood-

shed. They collected a crowd of hoodlums together who mobbed the ship for the purpose of lynching Captain Waterman but did not find him. As it was during the days when San Francisco was governed by a "Vigilance Committee," these men took the matter in charge and the Captain requested a full investigation of the voyage. There were enough sane members of the crew on hand to testify that most of the so-called sailors were quite incompetent as well as desperately mutinous, that the quality of the food had been good, and that no more punishment had been inflicted than was necessary.

The following year Captain Waterman was appointed Port Warden, a position he held for twenty-eight years. He died in San Francisco in 1884.

There is no doubt that the American skippers of those days drove their ships for all they were worth and in order to do so drove the men as well, but the ships carried large crews and they were well fed and well paid. The life of a record-breaking clipper was about five years, which accounts for the great

number of ships built for the China merchants.

An English ship, the *Challenger*, appeared in China in 1852. She had been built in England on purpose to beat the renowned *Challenge*. The two ships never really raced together, but that year the *Challenger* sailed with a moderate northeast monsoon from Canton and arrived at Deal, England, in 113 days. The *Challenge* sailed later when the monsoon was less favorable, and arrived at the same port in 105 days, but she was a much larger vessel than the *Challenger*, for the latter was of but 699 tons register.

The *Challenge* was in the China trade for some years and was finally lost off the coast of Brazil.

THE CHINA TRADE



THE CHINA TRADE

LITTLE was known concerning China prior to the XVI century. Marco Polo (1254–1324) and other travellers had journeyed from one end of Asia to the other and had written fairy tales about the Celestial Empire, but it was not until 1537, when the Portuguese established a trading station at Macao, that Europeans were placed in touch with the Chinese.

Early in the XVII century the ships of Spain, Holland, and England began to arrive in China and to exchange European goods for teas, silks, spices, and other eastern products.

In 1745 the Emperor Yung Ching decided to control this trade and issued a decree that

all commerce between China and foreign countries should be confined to the port of Canton.

In order to control this trade he created the Co-Hong, which was a group of the thirteen most prominent and influential merchants of China.

They were known as Hong merchants and they each had to pay \$250,000 for the privilege of being the only resident merchants authorized to do business with foreign firms and ships.

These Hong merchants were scrupulously honest and courteous gentlemen and became enormously rich. One of them, Hoqua, by name, whose portrait hangs in the late David King's dining room at Newport, was the merchant who attended to the business of Russell & Co., American merchants. It is said that his estate was worth \$25,000,000. On one occasion he intrusted \$1,000,000 to Mr. John M. Forbes of Russell & Co. to be invested for his account in American railway securities.

The Hong merchant would either purchase



Foreign Compound, Canton

1840

his customers' cargo outright or store it in his "go down" and sell it for his account. It was he also who supplied the teas and silks for the home-bound cargo.

There was a foreign settlement or "compound" on the river front surrounded by a high fence, beyond which no foreigner was allowed to go except on certain occasions and then only if accompanied by a "Linguist" or official interpreter.

The compound contained "factories," offices, and dwellings which were rented to the foreign firms; they were divided according to nationalities and distinguished by their national flags. Here the foreigners lived like princes with every possible luxury.

Every ship that arrived was obliged to employ a comprador and a linguist. The former attended to the wants of the ship and purchased its stores. The latter was a customs inspector and an interpreter who spoke no known language in the early days but later spoke fluent pidgin-English. He watched the unloading and loading of the ship and saw to

it that the "Eight Regulations" were respected.

The chief official of the port was the Hoppo who was appointed by the Emperor. No hatches could be opened until he had measured the cargo, estimated the duties and fees, and given "cumsha."

The first American vessel, the *Empress of China*, arrived at Canton in 1785 and three or more ships appeared the following year. The first American Consul, Major Samuel Shaw, was appointed in 1786.

The early American vessels were but little over 100 feet long and of not more than 300 tons burden. The reason of this was that, although the rich East India Company could afford to build large ships and load them with valuable cargoes, the American merchant of those days did not have sufficient capital to do so. The voyages were long and the dangers of uncharted seas were great. Insurance was difficult to obtain and was very costly. It was easier to handle two or three small cargoes at a time than one large one as the risks were divided.

Now that the farmers of this land are claiming assistance from the government, and seem unwilling to allow the question of supply and demand to decide what crops they may grow with profit, it is interesting to know the conditions under which some of the merchants did business. They also had claimed help and received it for a time in the following manner:

In those days a man was considered wealthy who had \$100,000. A 300 ton vessel cost about \$30,000 to build and a cargo of domestic produce about the same amount. The voyage to Canton and back to New York consumed a twelvemonth. Tea in China cost from 30 to 40 cents according to quality and the after-revolutionary war duties were from 48 to 60 cents a pound, so that a \$100,000 cargo of tea would cost at least \$200,000 when landed, duties paid.

The tea was sold on arrival to the wholesale grocers and notes at four and six months were taken for the sales. These notes were turned into specie. The government allowed the merchant to give his bond at from nine to

eighteen months for the duties, so that the ship, or another one, could be sent to China and return before the duties on the first cargo had been settled for. This caused over-speculation by some reckless merchants and the act was rescinded. One prominent firm failed owing the government \$3,000,000 which were never collected.

As the ships became larger it was often difficult readily to dispose of the cargoes, and my grandfather inaugurated auction sales of the tea on its arrival. Ships were built of the greatest possible speed, cargo space being sacrificed to finer lines, and the ships carried all possible sail on homeward voyages, for the earliest arrivals brought the best prices.

Those were exciting times, for much money was at stake. There were no tug boats to assist in berthing these large sailing vessels. They had to navigate the channel and the East river and dock in South Street under their own canvas. This took great skill and good seamanship.

The arrival of a ship flying the firm's flag was a thrilling moment. I can remember with



South Street

1840

great pleasure passing many Saturday mornings in my early youth on the balcony of 71 South Street watching the chests of tea slide into the basement from a new arrival across the street.

The outward cargoes consisted chiefly of flour, sugar, candles, oil, hardware, salt beef, pork, cod, salmon, cheese, coffee, wine, rum, beer, and tobacco.

The return voyage brought chiefly teas, silks, chinaware, cinnamon, and spices, and a ship would often stop at the Cape of Good Hope and fill up with hides.

Clocks were great novelties at that time in China, quite as much so as radio sets are here to-day. Nothing pleased a Mandarin more than the present of a small clock. Factories were started in Connecticut to manufacture cheap clocks for the China trade. The small New England clocks with a little red house and two very green trees painted on their glass fronts below the dial, which one still can find, were first made for that purpose and my grandfather's ships carried hundreds of them across the sea.

My father had a family of seven children and my uncle and cousin, who were both members of the firm of Russell & Co. of Canton, used to send us large cases full of curios to use as playthings. They were mostly porcelain and bronzes of grotesque form. Some of the latter exist to-day after having been kicked about the nursery for many years, but the former were used as targets or broken with ball bats. No doubt many of them had great intrinsic value but we did not know it. Chinese art was not understood or appreciated as early as the 60's by children.

Those were days of good cheer and the wines of Madeira were of great assistance. Ships on their voyages often stopped at the island of Madeira and took a pipe or two of wine on board. The belief was that a long voyage benefited the Madeira as it aerated and aged it. When a pipe of Madeira arrived on one of our ships it was placed in a private passageway that led from the main to the private partners' office. The clerks were instructed to give the cask a shove as they passed it by. The cradle on which the Ma-

deira stood was a size too large for the cask, so that the least touch would turn the wine over continuing the sea process of helpful disturbance.

When the wine was considered ripe it was drawn into demijohns which were placed in a garret under a skylight, so that the sun might lighten the color of the wine, clarify and mellow it. These old Madeiras were highly prized and bore the year of their vintage as well as the name of the vessel on which they had voyaged. There was Comet Madeira, Sarah Helen, and numerous other choice brands.

Habisham Madeiras were wines that a Mr. Habisham of Savannah, Ga. treated in a way known only to him. He would age a wine and make it of a lighter color. This gave his wines a more delicate flavor. These wines were not appreciated by some good judges of Madeira but sworn by by others.

When the ladies left a dinner table, the white cloth was removed and on the polished mahogany the decanters of Madeira and cut glass dishes of walnuts were placed. This

ceremony has passed, for our ancestors drank all the old Madeira, the Phylloxera destroyed the vines, and we have inherited the gout.

Commodore Robert Center once told me that in the 60's he had been left a cellar of Madeira by his father. He was residing in Paris at the time so that the one hundred or so of demijohns were placed in the loft of a building he owned in Pine Street and locked up for safe keeping. On his return to New York he found all the demijohns empty, and on inquiry was told that both the janitor and his wife had died of delirium tremens. It was a great waste, for gin would have done the work as well and much more quickly.

SPEED UNDER SAIL



SPEED UNDER SAIL

THE owners of small yachts often over-estimate the speed at which they are sailing. The illusion is caused by their close proximity to the water. There is nothing more deceptive than the speed of vessels under canvas.

Large yachts with the wind two points abaft the beam have been known to sail very fast. The English cutter *Satanita* is said to have once attained a speed of 16 knots when racing on the Clyde. The *Atlantic*, the winner of the German Emperor's so-called Gold Cup in 1905, crossed the ocean in 12 days and 14 hours, her best day's run being 341 miles, which is at an average of rather more than 14 miles an hour.

Astonishing as is the speed sometimes attained by large yachts, it has frequently been eclipsed by the famous packets and clipper ships, for with them speed was of the first importance. Their great size and large spread of canvas enabled them to make remarkable voyages when favored by wind and weather.

The clipper ship *Lightning* on her maiden trip to England sailed 436 miles in twenty-four hours, which was at the rate of 18 knots an hour, and the *James Baines* is said to have logged 21 knots on one occasion during her record trip across the Atlantic. These two ships were built in America in 1854, and it was not until twenty-five years later that the *Arizona* was the first steam vessel that ever logged 18 knots for one single hour.

The famous New York and Liverpool packets, which were the only regular means of communication between the United States and Europe, appeared in 1816. For the first ten years the passages of the fleet averaged 23 days for the eastward and 40 days for the westward voyages. During that period the

fastest outward voyage was made by the *Canada* in 15 days 18 hours. In 1834 the *Independence* made this trip in 14 days and in 1846 the *Yorkshire* crossed from Liverpool to New York in 16 days, which was the record westward voyage of a packet ship.

In 1854 the clipper ship *Red Jacket* sailed from Sandy Hook to Rock Light, Liverpool, in 13 days 1 hour; and the *James Baines* from Boston to Rock Light in the record time of 12 days and 6 hours. The record voyage to the westward was made in 1860 by the *Andrew Jackson* in 15 days.

The American captains of these ships kept them moving night and day and in all sorts of weather.

The building of the fast clipper ships was stimulated in the first place in order to provide a rapid delivery of tea from China and in the second place by the discovery of gold in California and Australia in 1848 and 1851.

There were one hundred and sixty ships in the California trade between 1850 and 1860, yet only eighteen ships made single passages between New York or Boston and San

San Francisco in less than 100 days. Two record voyages were made in 1851 and 1854 of 89 days by the *Flying Cloud*, and it was not until 1861 that the *Andrew Jackson* succeeded in making a passage in the same number of days. In 1854 the *Comet* sailed from San Francisco to New York in 76 days, which is a record.

There was much good luck as well as good seamanship in these fast voyages. It is said that the ship *Capitol* passed most of the year 1851 at sea, for she took 300 days to sail from Boston to Canton.

The British tea clippers of those days were all under 1000 tons register, and being smaller vessels with less beam they could not carry the same amount of canvas, yet they were fast in light weather and it is a pity that there never was a fair and square race between them and the American ships. I cannot find that any British and American clipper ships ever sailed from China near enough together to afford a satisfactory test of speed.

After the discovery of gold in Australia in 1851, there was a demand for large and

fast ships. James Baines & Co., the English shipping merchants, determined in 1853 to own the fastest and finest ships that could be constructed for their Australian line and placed an order with Donald McKay of Boston Mass., for four large clippers.

The two most successful ships proved to be the *Lightning*, 2084 tons, and the *James Baines*, 2515 tons. The former's maiden trip to Liverpool was made in 13 days 19½ hours. On March 1, 1854, her log read:

"Wind South. Strong gales, bore away for North Channel, carried away the fore-topsail and lost jib; hove the log several times and found ship going through the water at the rate of 18 to 18½ knots; lee rail under water and rigging slack. Distance run in twenty-four hours, 436 miles." This is the greatest number of miles ever sailed in twenty-four hours. Her record trip from Melbourne to Liverpool was 63 days.

The *James Baines* made the run from Boston Light to Rock Light, Liverpool, in the record time of 12 days 6 hours, and the record voyage to Melbourne from Liverpool in 63

days. During a passage to Australia in 1856 her log reads:

“June 17th. Latitude 44° S., longitude 106° ; ship going 21 knots with main skysail set.” This seems to be the highest rate of speed ever attained by a sailing vessel.

There can be no doubt that both of these large and fast ships would have been able to reduce the time of the record voyages both from Canton to New York and from New York to San Francisco if they had had the opportunity.

THE ORIGIN OF THE "AMERICA'S" CUP

YANKEE DOODLE HAD A CRAFT,
A RATHER TIDY CLIPPER,
AND HE CHALLENGED, WHILE HE LAUGHED,
THE BRITISHERS TO WHIP HER.
THEIR WHOLE SQUADRON SHE OUTSPED,
AND THAT ON THEIR OWN WATER;
OF ALL THE LOT SHE WENT AHEAD
AND THEY CAME NOWHERE ARTER.

Punch, 1851



America

1851



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Magic

1870



THE ORIGIN OF THE *AMERICA'S* CUP

IT is a pity that the true story of the origin of the cup is so little known, not merely because the *America's* Cup is the most discussed event in the pastime of yachting, but for the reason that part of its history is of extraordinary interest. "There is no more truth in the story that the *America* came over to race for the Queen's Cup, for which, of course, she was not eligible, than there is in any suggestion that she was really not so vastly superior to our English yachts as is commonly supposed." *

The New York Yacht Club was founded in 1844, and at the time the race was sailed it was the only yacht club in America. When

* The Field.

the race took place American yachting was in its infancy, but the trim, weatherly little schooners known as New York pilot boats were good boats that could sail fast and far through any sort of blow, and attracted the attention of every sea captain who came along the coast.

The fastest of the New York pilot boats was designed by George Steers, and built at his yard in what was then lower New York City. In the year 1850 George Steers's yard was temporarily closed, and Steers was employed as foreman of the mold loft in the yard of New York's leading shipbuilder, William H. Brown. When Steers was at Brown's yard, some correspondence took place between a London merchant and some New York business men about the forthcoming Great Exhibition in London, and certain sailing races between schooners which it was proposed to hold in England in connection with the Exhibition celebration; and it was casually suggested that one of the famous New York pilot boats should be sent over to sail against some of the fast English schooners.



Cambria

1870



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Columbia

1871

A letter containing this suggestion was shown to Mr. George L. Schuyler and Mr. John C. Stevens, who were the leading sportsmen of New York at that time, and they thereupon began to consider whether they should not build a schooner specially for the purpose. William H. Brown, the shipbuilder, then wrote a letter to Mr. Schuyler on Nov. 15, 1850, offering to build him a yacht of not less than 140 tons Custom House measurement upon the following terms:

“The yacht to be built in the best manner, coppered, rigged, and equipped with joiners’ work. . . . The model plan and rig to be entirely at my discretion, it being understood, however, that she is to be a strong sea-going vessel, and rigged for ocean sailing.

“For the vessel complete and ready for sea you are to pay me \$30,000 upon the following conditions: When the vessel is ready, she is to be placed at the disposal of Hamilton Wilkes, Esq., as umpire, who, after making such trials as are satisfactory to him for a space of twenty days, shall decide whether or not she is faster than any vessel in the United

States brought to compete with her. . . . If it is decided by the umpire that she is not faster than every vessel brought against her, it shall not be binding upon you to accept and pay for her at all.

“ In addition to this, if the umpire decides that she is faster than any vessel in the United States, you are to have the right, instead of accepting her at that time, to send her to England, match her against anything of her size built there, and, if beaten, reject her altogether. The expense of the voyage out and home to be borne by you. The test of speed in England to be decided by any mode acceptable to you. . . .”

Of course, Brown must have had firm belief in the genius of young George Steers, who was then thirty years of age, to sign such a letter. The proposal was accepted by Mr. Schuyler on the day the letter was written, the letter of acceptance stating, “ the price is high, but in consideration of the liberal and sportsmanlike character of the whole offer, test of speed, etc., we have concluded that such a proposal must not be declined.” A



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Sappho

1871



Lironia

1871

condition was made that the yacht should be ready by April 1, 1851.

Subsequently delays occurred in the trials of the yacht, which when launched was called the *America*. Mr. Schuyler and Mr. Stevens, who was then commodore of the New York Yacht Club, decided to buy her outright from Brown for \$20,000. In the trial races the yacht easily beat all the sea-going craft that were matched against her, but she was herself very easily outsailed by the centre-board racing sloop *Maria*. The *Maria* was built in 1844-46, and when she raced against the *America* was 107.9 L.W.L., 26 ft. 6 in. beam, 5 ft. 2 in. draft of hull, 20 ft. draft with centre-board. She had a mast 92 ft. long and 2 ft. 8 in. in diameter at the deck. It was a bored-out hollow spar; for the lowest 20 ft. it was bored 12 in., for the next 20 ft. 10 in., and for the rest 7 in. She had a hollow mainboom 95 ft. long, and nearly 3 ft. in diameter. She generally set but two sails, mainsail and jib, with an area of 8000 sq. ft., and on rare occasions set a small topsail. Her mainsheet had a rubber compressor to take the strain,

and she had a suit of cotton canvas. This wonderful sloop could outpace the *America* in light and moderate winds, but she was not a safe vessel in a seaway, and we are told that she "cost her owners a hundred thousand dollars and was constantly dismasted."

The *America* sailed for the Old World on June 21, 1851, and after a passage of 20 days and 6 hours she reached Havre, where she was put into racing trim, and bent her racing sails. No races of any kind were arranged for her before she left New York; but her owners had received and accepted from the Earl of Wilton, the commodore of the Royal Yacht Squadron, a most cordial invitation "to become visitors of the club house at Cowes during their stay in England." Lord Wilton adding that he would be very glad to avail himself of any improvements in shipbuilding that the industry and skill of the American nation had enabled Commodore Stevens to elaborate.

The schooner *America* arrived in the Solent in racing trim on July 31, 1851. Her appearance, design, and rig created immense



Countess of Dufferin and Madeleine

1876



Mischief

1881

interest. It requires but little knowledge of the history of yacht architecture to understand that the form of her hull and the shape of her sails, and their material and cut was vastly superior to that of the English schooners of her period. Commodore John C. Stevens, having availed himself of the Earl of Wilton's invitation and exchanged visits with his lordship, proceeded on Aug. 2 to post his challenge in the club house of the R.Y.S. as follows:

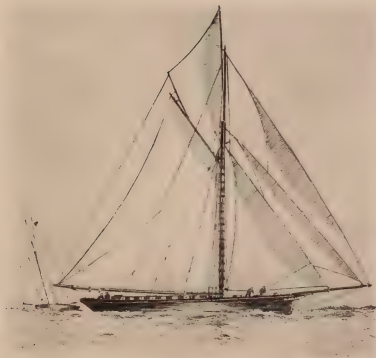
"The New York Yacht Club, in order to test the relative merits of the different models of the schooners of the Old and New World, propose, through Commodore Stevens, to the R.Y.S. to run the yacht *America* against any number of schooners belonging to any of the yacht squadrons of the kingdom to be selected by the commodore of the R.Y.S., the course to be over some part of the English Channel outside the Isle of Wight with at least a six-knot breeze. This trial of speed to be made at an early day to be selected by the commodore of the R. Y.S. And if on that day

there shall not be at least a six-knot breeze, then on the first day thereafter that such a breeze shall blow.

“On behalf of the New York Yacht Club,
“JOHN C. STEVENS, *Commodore*.

“COWES, Aug. 2, 1851.”

Lord Wilton, the commodore of the R.Y.S. replied on Aug. 8 that he would take the earliest opportunity to acquaint the proprietors of schooners throughout the kingdom of the proposed trial, but as there were a great many yacht clubs in Great Britain and Ireland, some little time must necessarily elapse before answers could be received. “The members of the R.Y.S.,” said his lordship, “are greatly interested in testing the relative merits of the different models of the Old and New World without restriction as to rig or otherwise, and with this view have offered a cup to be sailed for by vessels of all rigs and nations on the 13th inst. It would be a subject to them of the highest gratification to hear that the *America* had entered as a competitor on the occasion.”



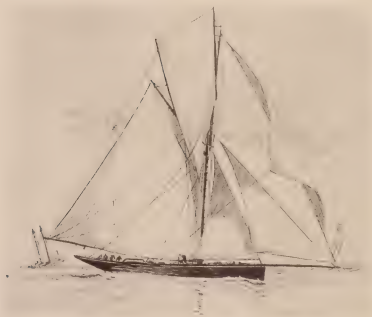
Atalanta

1881



Puritan

1885



Genesta

1885

The owner of the *America* replied the next day that he would enter for this race pending an answer to his challenge from the proprietors of schooners; but as he was to sail against cutters, he would do so, "relinquishing any advantage which your rule admits is due to a schooner from a cutter, but claiming a right to sail the *America* in such a manner, by such booming out as her raking masts require." He desired an answer before the day of the race, and he added that, "although it would be most agreeable that this race should be for a cup of limited value, yet if it is preferred, I am willing to stake upon the issue any sum not to exceed 10,000 guineas." With regard to Commodore Stevens's reservation about "booming out," it should perhaps be remarked that it was the custom to prohibit the booming out of certain sails on schooner yachts at that period.

An answer to this letter was not received before the 13th, and the *America* did not compete in the race on that day. On Aug. 15 there was a race for schooners, and the *America* did not compete in it, and from such cor-

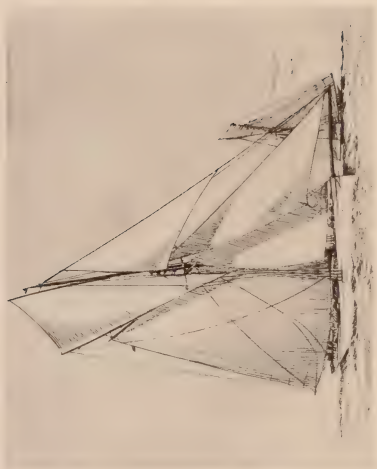
respondence as is now available, it appears that the owners of the *America* were refraining from competing in any race pending the acceptance or rejection of their first challenge of Aug. 9.

Eventually, on Aug. 16, the challenge still not having been taken up, Commodore Stevens entered the *America* for the R.Y.S. Regatta on Aug. 22 for a race to be sailed round the Isle of Wight for an R.Y.S. Cup, value £ 100. Meanwhile, the *Times* had commented on the situation by saying that it could not be imagined that England "would allow the illustrious stranger to return to the New World with the proud boast that she had flung down the gauntlet to England, Ireland, and Scotland, and that not one had been found to take it up." No disgrace, that journal declared, would attach to defeat, "but if she be permitted to sail back to New York with her challenge unaccepted, and can nail up under it, as it is fastened on one of her beams, that no one dare touch it, then there will be some question as to the pith and courage of our men." The challenge of



Mayflower

1886



Galatea
1886

the *America* was eventually accepted by Mr. Robert Stephenson with the 100-ton schooner *Titania*, and a match between the *Titania* and *America* was sailed after the race for the R.Y.S. Cup (for which, as we have said, the *America* had been entered) had taken place. The *America-Titania* match was sailed on Aug. 28 over a course to leeward and back, the Earl of Wilton's yacht *Xarifa* being anchored off the Nab as a mark boat. It was estimated that the *America* beat the *Titania* by seven miles, as she was fifty-two minutes ahead at the finish, in spite of having broken her fore gaff in a long turn to windward, and lost much time in splicing it.

In the race on Aug. 22 for the R.Y.S. £ 100 Cup there had been fifteen starters, seven schooners, and eight cutters. Of these *Volante* sprung her bowsprit, the *Arrow* went ashore, and the *Alarm* went to the assistance of the *Arrow*. This race started at 10 o'clock A.M.; the course was round the Isle of Wight, going from Cowes out past the No Man, and in through the Needles. Half way, off Ventnor, the *America* was "more than a mile" ahead

of the *Aurora*. Inside the Needles it fell very light, and it is commonly thought a small cutter, probably the *Aurora*, was close alongside the *America*, because Colonel Hamilton, who sailed in the *America* in this race, says, "Our only fear was that some light vessel like the *Volante* with a light puff of air might keep close to us, and with the tide might pass us." The *America*, 170 tons, won the race at 8.37 P.M., and the *Aurora*, 47 tons, finished at 8.58 P.M. The cup given by the R.Y.S. for this race on Aug. 22, 1851, was afterwards presented by the owners of the schooner *America* to the New York Yacht Club as a challenge cup, to be called the *America's Cup*.

This race of Aug. 22, and the match of Aug. 28 against the 100-ton *Titania* were the only races sailed by the schooner *America* under the colors of the New York Yacht Club. After the race of Aug. 28, 1851, against *Titania* the *America* was sold by Commodore Stevens and his friends to Lord de Blaquiere for £5000, and she remained in England for many years. It is estimated that the cost of



Volunteer

1887



Thistle

1887



Vigilant
1893



Valkyrie II
1893

the vessel was \$20,000 and the expenses of taking her across the Atlantic were \$3750. Her winnings from *Titania* were \$500, and her purchase price \$25,000; thus her owners actually made a profit of some \$1750 on their venture. Such, then, are the events which led to the original race for the prize now called the *America's* Cup, a trophy presented by the R.Y.S. on Aug. 22, 1851, won by a schooner designed after the model of a New York pilot boat by George Steers. They form an interesting preface to a chapter in yachting history.

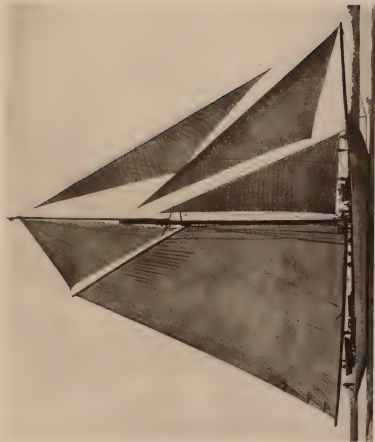
THE DEED OF GIFT

THE "AMERICA'S" CUP

THIS DEED OF GIFT, made the twenty-fourth day of October, one thousand eight hundred and eighty-seven, between GEORGE L. SCHUYLER as sole surviving owner of the Cup won by the yacht *America* at Cowes, England, on the twenty-second day of August, one thousand eight hundred and fifty-one, of the first part, and THE NEW YORK YACHT CLUB, of the second part,

WITNESSETH That the said party of the first part, for and in consideration of the premises and of the performance of the conditions and agreements hereinafter set forth by the party of the second part, has granted, bargained, sold, assigned, transferred, and set over, and by these presents does grant, bargain, sell, assign, transfer, and set over, unto said party of the second part, its successors and assigns, the Cup won by the schooner yacht *America*, at Cowes, England, upon the twenty-second day of August, 1851. To have and to hold the same to the said party of the second part, its successors and assigns, IN TRUST, NEVERTHELESS, for the following uses and purposes:

This Cup is donated upon the condition that it



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Defender

1895



Valkyrie III

1895

shall be preserved as a perpetual Challenge Cup for friendly competition between foreign countries.

Any organized Yacht Club of a foreign country, incorporated, patented, or licensed by the legislature, admiralty, or other executive department, having for its annual regatta an ocean water course on the sea, or on an arm of the sea, or one which combines both, shall always be entitled to the right of sailing a match for this Cup, with a yacht or vessel propelled by sails only and constructed in the country to which the Challenging Club belongs, against any one yacht or vessel constructed in the country of the Club holding the Cup.

The competing yachts or vessels, if of one mast, shall be not less than sixty-five feet nor more than ninety feet on the load water-line; if of more than one mast they shall be not less than eighty feet nor more than one hundred and fifteen feet on the load water-line.

The Challenging Club shall give ten months' notice, in writing, naming the days for the proposed races; but no race shall be sailed in the days intervening between November 1st and May 1st. Accompanying the ten months' notice of challenge there must be sent the name of the owner and a certificate of the name, rig, and following dimensions of the challenging vessel, namely, length on load water line; beam at load water-line and extreme beam; and draught of water; which dimensions shall not be exceeded; and a custom-house registry of the vessel must also be sent as soon as possible. Vessels selected

to compete for this Cup must proceed under sail, on their own bottoms, to the port where the contest is to take place. Centre-board or sliding keel vessels shall always be allowed to compete in any race for this Cup, and no restriction nor limitation whatever shall be placed upon the use of such centre-board or sliding keel, nor shall the centre-board or sliding keel be considered a part of the vessel for any purposes of measurement.

The Club challenging for the Cup and the Club holding the same may, by mutual consent, make any arrangement satisfactory to both as to the dates, courses, number of trials, rules and sailing regulations, and any and all other conditions of the match, in which case also the ten months' notice may be waived.

In case the parties cannot mutually agree upon the terms of a match, then three races shall be sailed, and the winner of two of such races shall be entitled to the Cup. All such races shall be on ocean courses, free from headlands, as follows: The first race, twenty nautical miles to windward and return; the second race an equilateral triangular race of thirty-nine nautical miles, the first side of which shall be a beat to windward; the third race (if necessary) twenty nautical miles to windward and return; and one week day shall intervene between the conclusion of one race and the starting of the next race. These ocean courses shall be practicable in all parts for vessels of twenty-two feet draught of water, and shall be selected by the Club holding the Cup; and these races



Columbia

1899



Shamrock I
1899

shall be sailed subject to its rules and sailing regulations so far as the same do not conflict with the provisions of this deed of gift, but without any time allowances whatever. The challenged Club shall not be required to name its representative vessel until at a time agreed upon from the start, but the vessel when named must compete in all the races, and each of such races must be completed within seven hours.

Should the Club holding the Cup be for any cause dissolved, the Cup shall be transferred to some Club of the same nationality, eligible to challenge under this deed of gift, in trust and subject to its provisions. In the event of the failure of such transfer within three months after such dissolution, said Cup shall revert to the preceding Club holding the same, and under the terms of this deed of gift. It is distinctly understood that the Cup is to be the property of the Club subject to the provisions of this deed, and not the property of the owner or owners of any vessel winning a match.

No vessel which has been defeated in a match for this Cup can be again selected by any Club as its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time of such defeat. And when a challenge from a Club fulfilling all the conditions required by this instrument has been received, no other challenge can be considered until the pending event has been decided.

AND the said party of the second part hereby accepts the said Cup subject to the said trust, terms,

and conditions, and hereby covenants and agrees to and with said party of the first part that it will faithfully and fully see that the foregoing conditions are fully abserved and complied with by any contestant for the said Cup during the holding thereof by it; and that it will assign, transfer, and deliver the said Cup to the foreign Yacht Club whose representative yacht shall have won the same in accordance with the foregoing terms and conditions, provided the said foreign Club shall, by instrument in writing lawfully executed, enter with said party of the second part into the like covenants as are herein entered into by it, such instrument to contain a like provision for the successive assignees to enter into the same covenants with their respective assignors, and to be executeed in duplicate, one to be retained by each Club, and a copy thereof to be forwarded to the said party of the second part.

IN WITNESS WHEREOF, the said party of the first part has hereunto set his hand and seal, and the said party of the second part has caused its corporate seal to be affixed to these presents and the same to be signed by its Commodore and attested by its Secretary, the day and year first above written.

GEORGE L. SCHUYLER [L. s.]

THE NEW YORK YACHT CLUB

By ELBRIDGE T. GERRY, *Commodore*

JOHN H. BIRD, *Secretary*

In the presence of

H. D. HAMILTON

[Seal of the New York
Yacht Club]



Columbia

1901



Shamrock II

1901

RECORD OF THE AMERICA'S CUP RACES

Date	Name	Sailing Length	Course	Allows	Elapsed Time	Corrected Time	Wins by
Aug. 22, 1851	AMERICA.....	170.	From Cowes around Isle of Wight (AURORA Second). N. Y. Y. C. Course (<i>Cambría</i> Tenth)..... N. Y. Y. C. Course..... 20 Miles to windward off Sandy Hook Lightship and return. N. Y. Y. C. Course (<i>Columbia</i> disabled).....	M. S.	H. M. S.	H. M. S.	M. S.
Aug. 8, 1870	AURORA.....	47.		—	10.37.00	10.37.00	18.00
	MAGIC.....	97.2		—	10.55.00	10.55.00	39.12.7
	CAMBRIA.....	227.6		—	4.07.54	3.58.26	
Oct. 16, 1871	COLUMBIA.....	220.	N. Y. Y. C. Course..... 20 Miles to windward off Sandy Hook Lightship and return. N. Y. Y. C. Course (<i>Columbia</i> disabled).....	—	4.34.57	4.37.38	27.04
	LIVONIA.....	280.		—	6.17.42	6.19.41	
Oct. 19, 1871	COLUMBIA.....	220.		—	6.43.00	6.46.45	10.33½
	LIVONIA.....	280.		—	3.01.33½	3.07.41½	
Oct. 21, 1871	LIVONIA.....	280.	20 Miles to windward off Sandy Hook Lightship and return. N. Y. Y. C. Course..... 20 Miles to windward off Sandy Hook Lightship and return. N. Y. Y. C. Course.....	—	3.06.49½	3.18.15½	15.10
	COLUMBIA.....	220.		—	3.53.05	4.02.25	
Oct. 23, 1871	SAPPHO.....	310.		—	4.12.38	4.17.35	33.21
	LIVONIA.....	280.		—	5.33.24	5.36.02	
	SAPPHO.....	310.	N. Y. Y. C. Course..... N. Y. Y. C. Course..... 20 Miles to windward off Sandy Hook Lightship and return. N. Y. Y. C. Course.....	—	6.04.38	6.09.23	25.27
	LIVONIA.....	280.		—	4.38.05	4.46.17	
Aug. 11, 1876	MADELINE.....	151.49		—	5.04.41	5.11.44	10.59
	COUNTRESS OF DUFFERIN.....	138.20		—	5.24.55	5.23.54	
Aug. 12, 1876	MADELINE.....	151.49	N. Y. Y. C. Course..... 20 Miles to windward off Sandy Hook Lightship and return. N. Y. Y. C. Course..... 16 Miles to leeward from Buoy 5 off Sandy Hook and return. N. Y. Y. C. Course.....	—	5.34.53	5.34.53	27.14
	COUNTRESS OF DUFFERIN.....	138.20		—	7.19.47	7.18.46	
Nov. 9, 1881	ATLANTA.....	84.		—	7.46.00	7.46.00	28.30½
Nov. 10, 1881	MISCHIEF.....	79.27		—	4.17.09	4.17.09	
Sept. 14, 1885	MISCHIEF.....	79.27	16 Miles to leeward from Buoy 5 off Sandy Hook and return. N. Y. Y. C. Course.....	—	4.48.24½	4.45.29½	38.54
	ATLANTA.....	84.		—	4.54.53	4.54.53	
	PERITAN.....	140.		—	5.36.52	5.33.47	16.19
	GENESTA.....	80.		0.28	6.06.05	6.06.05	
					6.22.52	6.22.24	

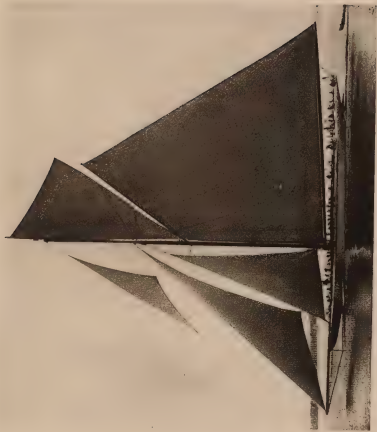
RECORD OF THE AMERICA'S CUP RACES — *Continued*

Date	Name	Sailing Length	Course	Allows	Elapsed Time	Corrected Time	Wins by
Sept. 16, 1885	PURITAN.....	140.	20 Miles to leeward off Sandy Hook Light-ship and return.	0.38	H. M. S. 5 03.14	H. M. S. 5 03.14	M. S. 1.38
Sept. 9, 1886	GENEVA.....	80.			5 05.20	5 04.52	
	MAYFLOWER....	171.14	N. Y. C. Course.....	0.38	5 26.41	5 26.41	12.02
Sept. 11, 1886	MAYFLOWER....	171.74			5 39.21	5 38.43	
	GALATEA.....	171.14	20 Miles to leeward off Sandy Hook Light-ship and return.	0.39	6 49.00	6 49.00	29.09
Sept. 27, 1887	GALATEA.....	171.14			7 18.48	7 18.09	
	VOLUNTEER....	209.08	N. Y. C. Course.....	0.05	4 53.18	4 53.18	19.27‡
Sept. 30, 1887	THISTLE.....	253.94			5 12.46‡	5 12.41‡	
	VOLUNTEER....	209.08	20 Miles to windward off Scotland Light-ship and return.	0.06	5 42.56‡	5 42.56‡	11.48‡
Oct. 7, 1893	THISTLE.....	253.94			5 54.51	5 54.45	
	VIGILANT.....	96.78	15 Miles to windward off Scotland Light-ship and return.	1.48	4 05.47	4 05.47	5.48
Oct. 9, 1893	VALKYRIE II....	93.11			4 13.23	4 11.35	
	VIGILANT.....	96.78	Course — Equilateral Triangle — 30 miles.	1.48	3 25.01	3 25.01	10.35
Oct. 13, 1893	VALKYRIE II....	93.11			3 37.24	3 35.36	
	VIGILANT.....	96.78	15 Miles to windward off Scotland Light-ship and return.	1.33	3 24.39	3 24.39	0.40
Sept. 7, 1895	VALKYRIE II....	93.57*			3 26.52	3 25.19	
	DEFENDER.....	100.36	15 Miles to windward off Scotland Light-ship and return.	0.29	5 00.24	4 59.55	8.49
Sept. 10, 1895	VALKYRIE III....	101.49			5 08.44	5 08.44	
	DEFENDER.....	100.36	Course — Equilateral Triangle — 30 miles.	0.29	3 56.25	3 55.56	0.47
Sept. 12, 1895	VALKYRIE III....	101.49			3 55.09	3 55.09	
	DEFENDER.....	100.36	15 Miles to windward and return from Sandy Hook Lightship.	0.29	4 44.12	4 43.43	
Oct. 16, 1899	VALKYRIE III....	101.49			4 44.12	4 43.43	
	COLUMBIA.....	102.135	15 Miles E. S. E. from Sandy Hook Light-ship and return — 30 miles.	0.06	4 53.53	4 53.53	10.08
Oct. 17, 1899	SHAMROCK.....	101.092			5 04.07	5 04.01	
	COLUMBIA.....	102.135	10 Miles. Triangular from Sandy Hook Lightship — 30 miles.	0.06	3 37.00	—	
	SHAMROCK.....	101.092			3 37.00	—	

*Remeasured

† Disqualified for fouling Defender

‡ Withdrew on crossing the line § Carried away topmast and withdrew



Reliance

1903



Shamrock III

1903

RECORD OF THE AMERICA'S CUP RACES — Continued

Date	Name	Sailing Length	Course	Allows	Elapsed Time	Corrected Time	Wins by
Oct. 20, 1899	COLUMBIA.....	102.135	15 Miles S. by W. from Sandy Hook Light-ship and return — 30 miles. 15 Miles E. by S. from Sandy Hook Light-ship and return — 30 miles. Course — Equilateral Triangle — 30 miles..	M. S. 0.16	H. M. S. 3.38.25	H. M. S. 3.38.09	M. S. 6.34
Sept. 28, 1901	SHAMROCK.....	102.565		—	3.44.43	3.44.43	—
	COLUMBIA.....	102.355		0.43	4.31.07	4.30.24	1.20
Oct. 3, 1901	SHAMROCK II.....	103.79		—	4.31.44	4.31.44	—
	COLUMBIA.....	102.355	15 Miles S. S. E. from Sandy Hook Light-ship and return — 30 miles. 15 Miles to windward and return — 30 miles..	0.43	3.13.18	3.12.35	3.35
Oct. 4, 1901	SHAMROCK II.....	103.79		—	3.16.10	3.16.10	—
	COLUMBIA.....	102.355		0.43	4.33.40	4.32.57	.41
Aug. 22, 1903	RELANCE.....	108.41		—	4.33.38	4.33.38	—
	SHAMROCK III.....	104.37	Course — Equilateral Triangle — 30 miles.. 15 Miles to windward and return — 30 miles.. 15 Miles to windward and return — 30 miles.. 15 Miles to windward off Ambrose Channel Light-vessel and return — 30 miles.	—	3.32.17	3.32.17	7.03
Aug. 25, 1903	RELANCE.....	108.41		1.57	3.41.17	3.39.20	—
	SHAMROCK III.....	104.37		—	3.14.54	3.14.54	1.19
Sept. 3, 1903	RELANCE.....	108.39		1.57	3.18.10	3.16.12	—
	SHAMROCK III.....	104.37	15 Miles to windward off Ambrose Channel Light-vessel and return — 30 miles. Course — Equilateral Triangle — distance 30 Miles off Ambrose Channel Light-vessel. 15 Miles to windward off Ambrose Channel Light-vessel and return — 30 miles.	1.57	4.28.00	4.28.00	—
July 15, 1920	RESOLUTE.....	83.5		—	Did not finish.	—	—
	SHAMROCK IV.....	93.8		6.40	4.24.58	4.24.58	—
July 20, 1920	RESOLUTE.....	83.5		—	5.31.45	5.24.44	2.26
	SHAMROCK IV.....	94.4*		7.01	5.22.18	5.22.18	7.01
July 21, 1920	RESOLUTE.....	83.5	Course — Equilateral Triangle — distance 30 Miles off Ambrose Channel Light-vessel 15 Miles to windward off Ambrose Channel Light-vessel and return — 30 miles.	7.01	4.03.06	3.56.05	—
	SHAMROCK IV.....	94.4		—	3.37.52	4.03.06	9.58
July 23, 1920	RESOLUTE.....	83.5		6.40	3.41.10	3.41.10	—
	SHAMROCK IV.....	93.8*		—	5.35.15	5.28.35	19.45
July 27, 1920	RESOLUTE.....	83.5	15 Miles to windward off Ambrose Channel Light-vessel and return — 30 miles.	6.40	5.48.20	5.48.20	—
	SHAMROCK IV.....	93.8		—	—	—	—

* Remeasured

† Throat halyard rendered on winch drum — withdrew

The fastest time was made by the sloop *Columbia* in 1901, 3 hrs. 13 mins. 18 secs. In 1871 the schooner *Columbia* completed its course in 3 hrs. 1 min. 33 secs. The race was supposed to be twenty miles to windward and return, but as a fact it was only about fifteen miles each way, and turned out to be practically a reach all the way.

Nothing could possibly do yacht designing and the sport of yacht racing as much good as a trip across the ocean and back of the *America's* Cup. For back it would come without any doubt in my mind. It would give a stimulus to yachting such as it has not had in many years.

LOG OF THE YACHT "AMERICA"

BY

JAMES R. STEERS

1851





LOG OF THE YACHT *AMERICA*

BY

JAMES R. STEERS

THE yacht was built in the shipyard of William H. Brown at the foot of East 12th Street, East River, New York.

The yacht started from New York for England, JUNE 21, 1851.

8:00 A.M. Left the foot of East 12th Street.
Wind light.

9:00 A.M. Took steamer and was towed out of the East River.

11:00 A.M. Parted with our friends.

1:00 P.M. George Gibbons came on board with the officers.

- 1:12 P.M. The steamer "Pacific" passed us and gave us nine cheers and two guns; which was returned by us with as good a heart as it was given, Captain Nye standing on the wheelhouse with his hat in his hand.
- 3:00 P.M. Crossed Sandy Hook Bar going 11 knots.
- 6:00 P.M. Set the gaff topsail, mainsail, foresail and jib.
- 8:00 P.M. Set the starboard watch.
- 10:00 P.M. Hove the log and found her to be going 10 knots.
Wind S.S.E. Thick fog. Course E. by S.
Second Mate turned in rather qualmish.
- 10:10 P.M. Captain, Second Mate and Carpenter took a little brandy and water, say about ten drops.
- 12:00 P.M. Hove the log; going 8 knots.
Wind S.S.E.

Course E. by S.

2:00 A.M. Going 9 knots.

4:00 A.M. Going 9 knots.

Captain, Mate and Chipps took
a seidlitz powder.

6:00 A.M. Going 6 knots. Course E.N.
by E. Wind E. and S.
by E.

Air thick as mush.

8:00 A.M. Log gave $5\frac{1}{2}$ knots. Fog like
rain.

Scrubbed the hatch and aft of the
mainsail.

12:00 M. *Sunday, JUNE 22.*

Wind S.S.E., light and foggy.

Had for dinner, small roast
turkey and green peas.
Boiled beef and pork, with
bread pudding to top off
with. Took soundings in 22
fathoms water.

From 12:00 to 2:00 P.M. course
E. by N. $\frac{1}{2}$ N.

Going $3\frac{1}{2}$ knots.

From 2:00 to 4:00 P.M. course

E. by N. Going 6 knots.

Second Mate a little sick. Sails
set like boards.

4:00 P.M. Took a drink to all our friends
at home.

6:00 P.M. Course E. $\frac{1}{2}$ S. Going 5 knots.
Continual fog.

Set the topmast staysail.

8:00 P.M. From 6:00 to 8:00 P.M. tacked
ship. Wind N.E.

10:00 P.M. Calm, no wind.

12:00 P.M. Going about 1 knot.

2:00 A.M. Going $1\frac{1}{2}$ knots. Wind S.W.
From 4:00 to 6:00 A.M. going
 $3\frac{1}{2}$ knots.

7:00 A.M. Took soundings in 14 fathoms
water.

From 6:00 to 8:00 A.M., 1 mile
per hour.

From 8:00 to 10:00 A.M., log
gave her 6 knots.

From 10:00 to 12:00 A.M., going
10 knots. Course S.S.E.

Wind S. Distance run in the last
24 hours on her course E.
by S., 69 miles.
Second mate a little sick.

Monday, JUNE 23.

Had for dinner, veal potpie, and
Indian fritters with sauce.

From 12:00 until 2:00 P.M., course E.S.E.

Going 10 knots. Wind S. by E.

From 2:00 to 4:00 P.M. Going 10 knots.

From 4:00 to 6:00 P.M. " 11 "

From 6:00 to 8:00 P.M. " 12 "

9:00 P.M. Set the squaresail, or "Big Ben"
as the Captain called it.

10:00 P.M. Took him in, as he would not
stand, the wind hauling.

From 10:00 to 12:00 P.M. Going 11 knots.

From 12:00 to 2:00 A.M. " 10 "

From 2:00 to 4:00 A.M. " 10 "

From 4:00 to 6:00 A.M. " 12 "

From 6:00 to 8:00 A.M. " 12 "

8:30 A.M. Set the "Big Ben," the wind
blowing a stiff breeze.

From 8:00 to 10:00 A.M. Going 13 knots.

From 10:00 to 12:00 A.M. " 13½ "

Run in the last 24 hours, 284 miles.

At 10:00 A.M. saw an English brig. She set her colors and we tried to set ours, but could not.

Thus ended this day.

Tuesday, JUNE 24.

1:00 P.M. Double reefed the mainsail and set the gaff topsail over the mainsail; running hard all the time.

2:00 P.M. Hove the log and found her to be going 12 knots.

From 2:00 to 4:00 P.M. Going 12 knots.

From 4:00 to 6:00 P.M. " 12 "

From 6:00 to 8:00 P.M. " 10 "

From 8:00 to 10:00 P.M. " 11 "

From 10:00 to 12:00 P.M. " 11 "

From 12:00 to 2:00 A.M. " 11 "

From 2:00 to 4:00 A.M. " 11 "

From 4:00 to 6:00 A.M.	"	9	"
From 6:00 to 8:00 A.M.	"	9	"
From 8:00 to 10:00 A.M.	"	6	"
From 10:00 to 12:00 A.M.	"	6	"

From 4:00 A.M. quite calm;
wind light, about W.

Course E. by S. Distance this
24 hours, 240 miles.

Had for dinner this day, roast
beef and green peas, salads,
mashed potatoes and tur-
nips.

At 4:00 A.M. shook off the reef
in mainsail and jibbed over,
the wind hauling.

At 6:00 P.M. passed a ship going
the same way, supposed to
be the *Franklin*.

Thus ended this day.

Wednesday, JUNE 25.

This day commences with light
breezes and increases to
stiff breezes. And the way

we passed a ship with a large cross in her fore top-sail!

Was not near enough to speak her.

Had for dinner today a beautiful piece of roast beef and green peas; rice pudding for dessert.

Everything set, and the way we passed everything we saw was enough to surprise everybody on board.

2:00 P.M. Going 7 knots. Course E. by S.
Wind N.W.

4:00 P.M. Going 13 knots.

6:00 P.M. " 13 "

8:00 P.M. " 12 "

10:00 P.M. " 12 "

12:00 P.M. " 12 "

2:00 A.M. " 13 "

4:00 A.M. " 13 "

6:00 A.M. " 12 "

8:00 A.M. " 12 "

10:00 A.M. " 12 "

12:00 M.

“ 7 “

Total run for the day, 276 miles.
Wind, same.

Thursday, JUNE 26.

Remarks on board yacht
America.

Strong breeze from N.W. and
hazy.

6:00 A.M. Spoke an English brig from Falmouth; could not tell where bound, we passed her so quickly.

Had for dinner today, roast turkey and chicken potpie.
Dessert, plum pudding.
First rate dinner. Had some good brandy and water to top off with.

After part of day pleasant. Saw seven fishermen fishing for cod fish; but could not stop to fish, having a fair wind.

Latitude by observation $44^{\circ} 20'$

Longitude " $50^{\circ} 0'$

2:00 P.M.	Going	11	knots.
4:00 P.M.	"	12	"
6:00 P.M.	"	12	"
8:00 P.M.	"	12	"
10:00 P.M.	"	$11\frac{1}{2}$	"
12:00 P.M.	"	12	"
2:00 A.M.	"	$11\frac{1}{2}$	"
4:00 A.M.	"	10	"
6:00 A.M.	"	10	"
8:00 A.M.	"	$9\frac{1}{2}$	"
10:00 A.M.	"	$9\frac{1}{2}$	"
12:00 M.	"	7	"

Distance run by log, 254 miles.

Course E. by S.

Wind N.W.

Friday, JUNE 27.

Remarks on board yacht
America.

This day begins with light
breezes.

Unbent our mainsail and bent

the old one, which took us
until supper time.

Had for dinner chicken fricassee
and apple sauce.

Hot cakes for supper.

Today covered the starboard
rail forward to keep the jib
sheet from chafing.

Wind very light. All sail set we
can give her. She is the best
sea boat that ever went out
of the Hook. The way we
have passed everything we
have seen must be witnessed
to be believed.

2:00 P.M.	Going	7	knots.
4:00 P.M.	"	7	"
6:00 P.M.	"	6	"
8:00 P.M.	"	6	"
10:00 P.M.	"	5	"
12:00 P.M.	"	5	"
2:00 A.M.	"	6	"
4:00 A.M.	"	6	"
6:00 A.M.	"	6	"
8:00 A.M.	"	7	"

10:00 A.M. “ 5 “

12:00 M. “ 5 “

Run for the day, 144 miles.
Course E. by S. Wind S.

Saturday, JUNE 28.

Remarks on board yacht
America.

This day begins with very light
breezes.

All hands at work holystoning
deck and cockpit.

At 6:00 P.M. passed and spoke
the British brig *Clyde* of
Liverpool, 15 days from
New York bound for Liver-
pool. We saw her about
10:00 A.M. right ahead and
at 6:00 P.M. she was out of
sight astern. The Captain
said that she sailed like the
wind.

Also passed the British brig
Sophie 13 days out.

Had for dinner today, stewed
chicken with apple pie, with
plenty of good brandy and
water.

Sea smooth as oil.

Little George sick.

2:00 P.M. Going 5 knots.

4:00 P.M. " 6 "

6:00 P.M. " $6\frac{1}{2}$ "

Course E. by S. $\frac{1}{2}$ S.

Wind S.S.E.

Sunday, JUNE 29.

Remarks on board.

This day commenced with light
breezes which continued
until about 2:00 P.M., when
it breezed up with a heavy
sea.

Close hauled. Thick and foggy
with rain. I do not think it
ever rained harder since
Noah floated his ark.

At 4:00 A.M. reefed the mainsail

and took off the bonnets of the foresail and jib.

In taking the gaff topsail in it caught and split it from end to end.

At 10:00 A.M. the wind died away and we shook out our reefs, the wind being so light, and the old sea! I thought she would slap the sails all to pieces.

Had for dinner today, roast chicken and beef. Apple pie for dessert.

Little George a little better.

2:00 P.M.	Going	5	knots.
4:00 P.M.	"	5	"
6:00 P.M.	"	6½	"
8:00 P.M.	"	7½	"
10:00 P.M.	"	7	"
12:00 P.M.	"	7½	"
2:00 A.M.	"	6	"
4:00 A.M.	"	6	"
6:00 A.M.	"	7½	"
8:00 A.M.	"	6	"

10:00 A.M. “ 5 “
12:00 M. “ 5 “

Distance run this 24 hours, 150
miles.

Course E. $\frac{1}{2}$ S. E. by S. E. by
S.E. S.E. $\frac{1}{2}$ E. S.E. by E.

Wind S.E. and then S.

Thus ended this 24 hours.

Monday, JUNE 30.

Remarks on board yacht
America.

This day light winds and fog,
mixed at times with hard
rain. All sails set.

At 10:00 P.M. passed and spoke
the ship “Malabar” from
New York bound for Dub-
lin.

The wind increased and by the
next morning was driving
bowsprit on. Bucketful of
water came down and ran
over the cabin.

Had for dinner today, fried ham
and eggs, boiled cornbeef,
mashed potatoes, and rice
pudding.

Should I ever get home this will
be my last sea trip. All my
clothes wet. It has rained
every day since we left.

2:00 P.M.	Going	7	knots.
4:00 P.M.	"	6	"
6:00 P.M.	"	7	"
8:00 P.M.	"	6	"
10:00 P.M.	"	6	"
12:00 P.M.	"	6	"
2:00 A.M.	"	6	"
4:00 A.M.	"	6	"
6:00 A.M.	"	5	"
8:00 A.M.	"	6	"
10:00 A.M.	"	7	"
12:00 M.	"	7	"

Distance run this 24 hours, 152
miles.

Longitude $40^{\circ} 45'$. Latitude 47°
 $11'$.

Tuesday, JULY 1.

Remarks on board yacht
America.

This day begins with good breezes and heavy head seas, but she goes over them like a Portuguese Man-of-War, taking over little or no water on the deck.

At 12:00 M. saw something at a point on our lee bow and found it to be a dead whale; the largest anyone on board had ever seen. The fat was at least a foot thick.

Last night was a very bad night. The wind all died away and such swashing you never heard of.

Had for dinner today boiled ham and plum pudding.

Have been coppering the rail forward today and the men have been cleaning everything out and drying. This is the first day the sun has shown, and that only half a day. It will rain again before night.

2:00 P.M.	Going	9 knots.
4:00 P.M.	"	7 "
6:00 P.M.	"	6 "
8:00 P.M.	"	2½ "
10:00 P.M.	"	4½ "
12:00 P.M.	"	5 "
2:00 A.M.	"	3½ "
4:00 A.M.	"	4 "
6:00 A.M.	"	5 "
8:00 A.M.	"	6 "
10:00 A.M.	"	6 "
12:00 M.	"	6 "

Distance run in the last 24 hours, 129 miles.

Lat. 47°. Long. 38° 7'.

Course this day S.E. by E.; E.

by N.; E. by N. $\frac{1}{2}$ N.; E.;
S.E.; S.E. by E.
Wind S.S.W.

Wednesday, JULY 2.

Remarks on board yacht
America.

This 24 hours commences with
light wind.

At 2:00 P.M. unbent the large
jib and bent the small one.
It looks like a shirt on a
bean pole. Repaired the gaff
topsail and set it.

At 2:00 A.M. the Mate called
Captain. The wind was
shifting and blowing hard
and we carried on to her
while we could lay our
course.

At 10:00 A.M. passed a clipper
brig bound the same way
and we passed her faster
than she was going ahead.

At 12:00 M. had to get the yard out 5 or 6 feet outside the rigging to help support the foremast. There was a heavy head wind and she was making the water flow some.

Little George a little better.

Brother George sick. I am making him some gruel. Our cook is not a very good caterer. He can boil a piece of beef or pork, or roast a piece of beef or a turkey; but the puddings are heavy and the crust of his pies is as tough as a leather apron. He made some wheat fritters and you wanted better teeth than I have to chew them fine enough to digest. But we are here on the tossing waves 1300 miles from Havre, and if this wind will only last 6 days we will be

snug in harbor, — barring
any accident.

Had for dinner today boiled
pork and beef with rice pud-
ding.

2:00 P.M.	Going	6½	knots.
4:00 P.M.	“	6½	“
6:00 P.M.	“	5	“
8:00 P.M.	“	7½	“
10:00 P.M.	“	7	“
12:00 P.M.	“	7	“
2:00 A.M.	“	7	“
4:00 A.M.	“	12	“
6:00 A.M.	“	12	“
8:00 A.M.	“	11	“
10:00 A.M.	“	10	“
12:00 M.	“	9	“

Distance 209 Miles.

Thursday, JULY 3.

Remarks on board yacht
America.

This day commences with strong
breezes.

At 8:00 P.M. took the bonnet off the foresail and single reefed the mainsail. Wind blowing stiff.

At 9:00 P.M. carried away the seizing of the Starboard fore shrouds. Hove her to with jib to the mast and lowered the foresail. Took the throat and squaresail halyards to keep the mast up. She ran all night under jib and mainsail reefed, up to 9:00 A.M., when she was hove to to send a man up to seize them. He did so, after a fashion. She shook him so I could hardly think he could hold on, but he fixed it and came down. We made sail and were all right again.

We had for dinner today, veal stew with bread pudding for dessert.

All hands at work making preparations before we get in.

2:00 P.M.	Going	9	knots.
4:00 P.M.	"	8½	"
6:00 P.M.	"	9	"
8:00 P.M.	"	12	"
10:00 P.M.	"	10	"
12:00 P.M.	"	10	"
2:00 A.M.	"	10	"
4:00 A.M.	"	9	"
6:00 A.M.	"	8	"
8:00 A.M.	"	7½	"
10:00 A.M.	"	7	"
12:00 M.	"	6	"

Distance run, by log, 212 miles.

Lat. 48° 46'. Long. 30° 5'.

Friday, JULY 4.

Remarks on board yacht
America.

This day commences with good breezes. Thick and foggy.
All sails set.

At 8:30 P.M. set the gaff topsail.

At 4:00 A.M. set the topmost staysail.

At 10:00 A.M. fog cleared away and had a beautiful day; this being the 4th of July, the greatest of all days to all true hearted Americans, and the Wonder of the World. The Captain would not let anybody work any more than was actually necessary. Gave them a bottle of gin and you would laugh to hear the toasts given at the dinner.

The wind died away and it was as still as a mill pond.

If we have three days good wind we will make the land.

2:00 P.M.	Going	8	knots.
4:00 P.M.	"	7	"
6:00 P.M.	"	8	"
8:00 P.M.	"	9	"
10:00 P.M.	"	9	"
12:00 P.M.	"	9 $\frac{1}{2}$	"

2:00 A.M.	"	9	"
4:00 A.M.	"	8	"
6:00 A.M.	"	6	"
8:00 A.M.	"	6	"
10:00 A.M.	"	6	"
12:00 M.	"	4	"

Distance run, by log, 179 miles.

Lat. $49^{\circ} 11'$. Long. $25^{\circ} 36'$.

Saturday, JULY 5.

Remarks on board yacht
America.

This day commences with light
wind, next to a calm, and
so continued throughout
the day.

All hands holystoning forward
deck.

Carpenter coppering the break
deck beam.

George today is very sick and
weak. After dinner gave
him a shower bath with salt
water, in the cockpit.

Little George is better; and I am well and feel first rate.

We were in hopes of making the passage in 14 days, but if we have no wind we may be a week or more.

We spoke the brig "Constance" from Havana bound to Fal-mouth. Had been at sea 35 days. We passed her the same as all the rest.

2:00 P.M.	Going	2	knots.		
4:00 P.M.	"	2	"		
6:00 P.M.	"	3	"		
8:00 P.M.	"	2 $\frac{1}{2}$	"		
10:00 P.M.	"	2	"		
12:00 P.M.	"	0	"	(Dead Calm)	
2:00 A.M.	"	0	"	"	"
4:00 A.M.	"	0	"	"	"
6:00 A.M.	"	0	"	"	"
8:00 A.M.	"	1	"		
10:00 A.M.	"	2	"		
12:00 M.	"	2	"		

Distance run by log, 23 miles.

Lat. 49° 5'. Long. 25° 45'.

Sunday, JULY 6.

Remarks on board yacht
America.

This day commences with light breezes, practically no wind. Sails slap enough to tear them to pieces.

George a little better, but still homesick.

This calm is very much against us. We had hopes of making the passage in 14 days, and would have done it, let the wind come from any point as long as it blew a breeze; but here we are tumbling about and not making any headway and what little breeze we had right ahead.

Had for dinner today boiled corn beef and pork and apple pie for dessert.

After dinner Captain, Second
Mate and Chipps took a
Port wine sangaree.

If George was not so homesick
we would enjoy ourselves
much better.

I drink to those I love and re-
spect. Amen.

2:00 P.M.	Going	3	knots.
4:00 P.M.	"	2	"
6:00 P.M.	"	0	"
8:00 P.M.	"	0	"
10:00 P.M.	"	0	"
12:00 P.M.	"	0	"
2:00 A.M.	"	0	"
4:00 A.M.	"	7	"
6:00 A.M.	"	3	"
8:00 A.M.	"	3	"
10:00 A.M.	"	4	"
12:00 M.	"	5	"

Distance run by log, 54 miles.

Lat. $49^{\circ} 22'$. Long. $24^{\circ} 6'$.

Course S.E., S.S.E., E. by S.

Monday, JULY 7.

Remarks on board yacht
America.

This day commences with light breezes, S.E. by S. Very pleasant.

At 8:00 P.M. spoke schooner "Galivedia" of Liverpool, 55 days from Rio. Cargo fustic and dyewood. Wished to be reported. This is the fourth day we have had a calm. We have passed four vessels out and two ships that we saw this morning from the mast-head, now under our lee 6 miles.

George is well and in better spirits.

We have been coppering the rail forward on the larboard side. The crew at work

making a capstan cover,
yoke ropes, gangway ropes,
and such like. Took up a
piece of iron to rest on the
copper to keep it down and
it went overboard.

2:00 P.M.	Going	3	knots.
4:00 P.M.	"	3	"
6:00 P.M.	"	3	"
8:00 P.M.	"	3	"
10:00 P.M.	"	3	"
12:00 P.M.	"	3	"
2:00 A.M.	"	3	"
4:00 A.M.	"	0	"
6:00 A.M.	"	0	"
8:00 A.M.	"	3	"
10:00 A.M.	"	3	"
12:00 M.	"	3	"

Distance run by log, 60 miles.
Lat. $49^{\circ} 20'$. Long. $23^{\circ} 0'$.

Tuesday, JULY 8.

Remarks on board yacht
America.

This day commences with light breezes from the north.

At 5:00 P.M. the breeze freshened. The sea smooth. She commenced stepping along pretty lively, which I tell you was very gratifying to all on board, after four days rolling about and not wind enough to keep her steady.

At 2:00 P.M. set the squaresail or Big Ben or Broad Mouth as the Captain now calls it. We also set the staysail and gaff topsail.

We have 3 vessels in sight. One is a large ship with everything set, and she can go. We passed them like leaving a dock. We would like to have been close enough to find out what her name was.

At 1:00 A.M. carried away our

gaff topsail sheet, and would not lower our peak to reeve it again, so we lowered it (gaff topsail) down.

All hands well and in good spirits.

Our liquor is all but gone.

2:00 P.M.	Going	5	knots.
4:00 P.M.	"	5	"
6:00 P.M.	"	8½	"
8:00 P.M.	"	9	"
10:00 P.M.	"	8	"
12:00 P.M.	"	9	"
2:00 A.M.	"	10	"
4:00 A.M.	"	11	"
6:00 A.M.	"	11	"
8:00 A.M.	"	12	"
10:00 A.M.	"	11½	"
12:00 M.	"	11½	"

Course S.E. by E. N. by N.E.
 Lat. 49° 26'. Long. 17° 56'.

Wednesday, JULY 9.

Remarks on board yacht
America.

This day commences with fresh breezes from the North-west.

All hands well. Pointing ropes and cleaning up. Expect to make the land tomorrow.

About 12 o'clock exchanged signals with a large American ship bound west, — supposed to be one of the Liverpool packets.

We had a glorious run this last 24 hours. We calculate that we are about 280 miles from Havre at 12 o'clock noon today.

We had for dinner today, a beautiful piece of beef and pork and slap jacks. We also had to break open

one of the boxes marked
 "Rum" as George had a
 belly ache and all of our
 own stock was consumed;
 and we were not going to
 starve in a Market Place,
 so we took four bottles out
 and think it will last us.

2:00 P.M.	Going	12	knots.
4:00 P.M.	"	12	"
6:00 P.M.	"	12	"
8:00 P.M.	"	11 $\frac{1}{2}$	"
10:00 P.M.	"	12	"
12:00 P.M.	"	11	"
2:00 A.M.	"	11 $\frac{1}{2}$	"
4:00 A.M.	"	12	"
6:00 A.M.	"	10	"
8:00 A.M.	"	10	"
10:00 A.M.	"	11	"
12:00 M.	"	11	"

Distance run by log, 272 miles.

Lat. $49^{\circ} 12'$. Long. $11^{\circ} 48'$.

Thursday, JULY 10.

Remarks on board yacht
America.

This day commences with fresh breezes and squally.

At 8:00 P.M. took in our square-sail and gaff topsail.

At 12:00 M. double reefed our mainsail and took the bonnet off the foresail.

At 4:00 A.M. shook out the reefs and set the squaresail.

At 9:30 A.M. took in the square-sail and set gaff topsail.

At 12:00 M. took in our gaff topsail.

Three square rigged ships ahead of us. We made them about 10:00 A.M. They have got everything set they can carry, but we are picking them up very fast. The sight is very exciting.

I do not feel altogether well to-day and want something to keep me up.

Had for dinner today boiled beef and pork and pudding for dessert.

I hope we will be in Havre to-morrow. This is 19 days today at 3 o'clock.

2:00 P.M.	Going	10	knots.
4:00 P.M.	"	11	"
6:00 P.M.	"	12	"
8:00 P.M.	"	12	"
10:00 P.M.	"	10	"
12:00 P.M.	"	10	"
2:00 A.M.	"	10	"
4:00 A.M.	"	10	"
6:00 A.M.	"	10	"
8:00 A.M.	"	10	"
10:00 A.M.	"	10	"
12:00 M.	"	10	"

Distance run by log, 250 miles.

Lat. $49^{\circ} 31'$. Long. $5^{\circ} 43'$.

Course S.E. by S. S.E. by E.

Wind N.W. all day.

Friday, JULY 11.

Remarks on board yacht
America.

This day commenced with fresh
breezes from the northwest.

At one o'clock and thirty minutes made the Island of
Scilly and ran in for a pilot.

At 2:00 P.M. hove to for a sloop
and by so doing parted the
pearl of our gaff.

At seven o'clock and thirty minutes Star Point Bar N.E.
by N. distance 15 miles.

At 9:00 A.M. Portland Bill Bar
N. by E.

We have every sail set and
the way she slides along
"knocks" the pilot. He
wanted to heave the log
himself, so we gratified him.
He could not believe that
she was going 12 knots, be-

cause she made so little fuss.

From Portland Bill Bar to Havre is 112 miles. We have been cleaning up everything today and trying to get there about 7 o'clock this evening, on account of it being high water, so we can get into the slip or dock.

2:00 P.M.	Going	11	knots.
4:00 P.M.	"	11	"
6:00 P.M.	"	11	"
8:00 P.M.	"	12	"
10:00 P.M.	"	12	"
12:00 P.M.	"	6	"
2:00 A.M.	"	2	"
4:00 A.M.	"	2	"
6:00 A.M.	"	2	"
8:00 A.M.	"	4	"
10:00 A.M.	"	4	"
12:00 M.	"	6	"

Distance run by log, 166 miles.
Lat. $50^{\circ} 15'$. Long. $1^{\circ} 55'$.

Friday Evening, 9:00 P.M., Remarks on board:

This afternoon we left Portland Bill with a strong breeze and shaped our course for Cape Bar Fleur, which we made at 4:00 P.M., the Cape bearing South.

At 8:30 P.M. hove to off Havre to wait until morning.

This Channel beats everything, and all conception that I had of its extent and magnitude. The pilot boats beggar all description. They are about 40 feet long, sloop rigged, or cutter as they call them; most of them carrying only two pilots and these two as dirty as chimney sweeps. The first thing they ask is "Do you want a pilot?" If answered in the affirmative, they ship over the side a small boat and

board you. The pilot steps aft and is introduced to the captain. They make a bargain as to the amount. He next asked, "Have you a bottle of spirits on board for the boat?" I will give the words that passed between our captain and the pilot. In answer to the first question the captain said no. "Have you any pork?" The captain told the steward to get some of each kind and give it to the boat. "Could you spare some tea and coffee? Have you any bread to spare? We have been out this trip three weeks last Tuesday." Here the captain filled away and the boat had to leave. The pilot told me that he boarded and spoke every vessel that he met and asked

the same questions. He told me that he supplied a ship last Wednesday with 200 pounds of beef and pork, besides other things, for which they received three pounds Sterling. They are without any exception the damnedest beggars I ever fell in with.

We have made the run from East 12th Street to Havre in 20 days 6 hours. From land to land in 18 days 15 hours. You will observe by the log that we were becalmed 5 days and 4 hours or 124 hours out of the time.

Laid up all night off Havre and at 4:00 A.M. took a French pilot and squared away and got in about 10:00 A.M.

This is a very romantic place; but art has done more than nature. The harbor is a

continuation of a canal with gates about every 500 feet. The tide rises and falls about 24 feet. The piers are all of hewn stone beautifully fitted together, and cemented streets between these canals. At about every 200 feet are swinging bridges. The streets are paved with square blocks of stone. Sidewalks the same. Sidewalks are very narrow, scarcely exceeding 4 feet in width. The name of the street we board in is Rue de Dauphin.

THE HYPHENATED "AMERICA"



THE HYPHENATED *AMERICA*

THE yacht *America* was hyphenated for some years, for although the gilded American eagle, which now hangs on the wall at the New York Yacht Club, still graced her stern, the cross of St. George was proudly flying at the end of her main gaff.

She had passed into English hands.

When in August, 1851, Commodore Stevens found that, as her superiority was so apparent, it was impossible to arrange any more races for the *America*, he accepted an offer of £5000 for her, and she became the property of Lord de Blaquièrre.

The new owner, not satisfied with the vessel as he found her, stiffened her with iron

braces, cut five feet off her spars, and changed her rig, in this manner altering her trim and damaging her speed, for she was beaten in the summer of 1852 by both the *Arrow* and the *Mosquito*, two very able cutters of renown.

They had been building very smart schooners for some years in Sweden, and the Swedes had followed the career of the *America* with great interest. In the winter of 1851-2 they built a schooner some 72 tons larger than the *America*, adopting and exaggerating many of the latter's characteristics, and produced the yacht *Sverige* of 280 tons British registry, with which they challenged the *America* to sail a match for £100.

The race was sailed from Ryde Pier to a mark 20 miles to leeward of the Nab light and return. The *Sverige*, owing to her larger spread of canvas, arrived at the outer mark 8 minutes, 26 seconds, ahead of the *America*, but in turning to windward on the journey home carried away the jaws of her main gaff and seems to have been lost in the fog off the

Nab, for the *America* won the race by 26 minutes.

After this performance Lord de Blaqui re was unable to find another competitor although he challenged the world. He cruised in the Mediterranean, and the *America* proved to be very seaworthy for she rode out a four days' gale in the Bay of Lyons.

Lord Templeton became the next owner of the *America* and, after sailing her one season, laid her up at Cowes in 1854 where she remained until 1859. In that year she was hauled out at Pitcher's yard at Northfleet, near Gravesend, and it was found that she was going to pieces owing to lack of care. Lord Templeton believed that she was beyond repair and sold her for a mere song to Pitcher who rebuilt her completely at his leisure. The work must have been well done and the materials used of the best quality for she does not seem to have been rebuilt again until in 1880 in Boston.

It was at this time — 1859 — that the golden eagle that ornamented her stern was removed and sold to a publican at Ryde

where it served as the sign of the Eagle Hotel until 1912 when it was acquired by the Royal Yacht Squadron who presented it to the New York Yacht Club.

The *America* was purchased in 1860 by Mr. H. C. Decie who changed her name to *Camilla*, raced her in English waters, and cruised in her in the West Indies.

The next time we hear of the yacht she is at Savannah, but it is not known by whom she was owned. Her name had been changed again, for she had become a blockade runner under the name of *Memphis* and mounted one gun. She did great service in this capacity for some months, for she could sail faster than most of the blockading fleet could steam. On one occasion, it is said, she was chased by U. S. S. *Wabash* but escaped.

When the *Ottawa* was on her way up the St. John's River in April, 1862, for the purpose of attacking Jacksonville, she saw the spars of a sunken schooner which, on investigation, proved to be the blockade runner, *Memphis*. She was raised and turned over to the government for the use of the midship-

men at Annapolis. Her name *America* was restored, and she became the pride of the Academy and was manned by midshipmen, who kept her spick and span and cruised in her for years. She was re-rigged and raced by the Navy Department at the time of the first defence of the cup in 1871.

After the cup races that year she was sold at auction to General Benjamin F. Butler for \$5000. He cruised on her in the West Indies and sailed her in two matches, beating both the *Resolute* and the *Alarm*.

In 1880 she was rebuilt and modernized by Edward Burgess, the most talented yacht designer of the day, and although her rig was changed and she was given more canvas, she was no match for the modern schooners *Gitana*, *Fortuna*, and *Mohican*. She was raced for the last time in 1885.

The career of the *America* has been an extraordinary one, for she revolutionized the art of yacht designing in Europe and taught many lessons as to rigging and sails. She has sailed under three different flags, and under three different names, and proved that, be-

sides being the fastest sailer of her day, she was equally efficient as a cruiser, for she has weathered many a storm.

It is seventy-five years since she was launched, but she is still afloat. The cup which she won in England in 1851 is known as the "*America's Cup*" and has become an international challenge cup and the most valued of all yachting trophies.

“ WESTWARD ”

“ TOUS LES PETITS BÂTEAUX QUI VONT SUR
L’EAU NE SONT PAS DES GRAND VAISSEAUX ”



WESTWARD

I DO not pretend to be a yachtsman yet I have done some yachting in my life and I inherit a love for the sea; for my father and grandfather were in the China trade for seventy years or more and built and owned many of the fastest clipper ships, among them the famous ship *Challenge*. My first day's sailing was on board the yacht *Maria* owned by Commodore Stevens. My father took me to Hoboken where we joined the yacht and sailed down the Bay and back. The *Maria* at that time was a schooner, and I remember her broad deck and tall spars and the windlass for hoisting her mainsail which interested me greatly. I sailed often on the sloop *Gertrude* which belonged to my father and my uncle and later on my father's

small schooner *Dawn*. I also enjoyed many a trip on *Rebecca* and *Gipsey*, both owned by my uncle, at different times. My father and my cousin built the first schooner *Idler* and I knew her well.

Since those olden days I have cruised much on both sides of the ocean. I have been from Dover to Holland, through the Kiel Canal to Kiel, along the Baltic coast to Danzig, St. Petersburg, Helsingförs, Gotland, Stockholm, Kiel, and through the canal again to Ostend.

On another occasion I sailed from Dover through the Kiel Canal to Kiel to watch *Westward* sail in the Kiel Regatta. I have cruised in the Mediterranean from Cannes to Palermo, on to Greece, by the Corinth Canal to the Grecian Islands, and to Samos, Smyrna, Constantinople, and Mt. Athos, through the Straits of Eubœa back to Athens, to Corfu, and up the Dalmatian coast to Venice. On this side of the Atlantic I have sailed from the Isle of Pines in the South to the beautiful Bay of Islands, Newfoundland, in the North, and I have been through the

Bras d'Or Lakes to Sidney, C. B., twice. I have also cruised for many winters along the coast of Florida, among the Bahamas, and in Cuban waters. I have been across the Gulf to Tampico and Vera Cruz, and my little yacht *Kona* sailed 40,000 miles in ten years; yet I do not pretend to be a yachtsman and what I say about yachting must be taken with a very large grain of sea-salt.

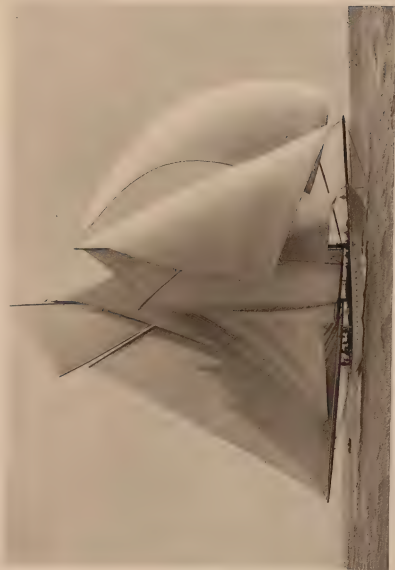
The yachting trip to watch the *Westward* was most interesting. *Westward* was designed and built by Herreshoff for Mr. Alexander S. Cochran for the purpose of racing in Germany and England, and she was the only American yacht eligible to race in European waters; for she was at that time, the only vessel ever built in America according to the International Rating Rule.

The International Rule was adopted by the yacht clubs of England, Germany, France, and Spain in 1906, and the New York Yacht Club was invited to join and adopt the same rules of measurement and the same rules of construction, but refused. The New York Yacht Club no doubt had

good reasons for not joining the Yachting Confederation. The chief reason probably was a clause in the regulations which reads: "Centre-board yachts are not allowed to race either with keel yachts or alone, unless expressly stated in the announcement of the race." The centre-board is still very dear to the American yachtsman. The first vessel ever built with a sliding keel was built by Captain Schank at Boston, Mass., in 1771, for Lord Percy.

THE INTERNATIONAL RATING RULE

In 1906 the Yacht Racing Association succeeded in forming an International Conference at which every country in Europe agreed to adopt the same rule of measurement, and also to build to rules of scantling. The principal objects were to increase internal accommodation and to discourage the flare and long overhang of bow. Sail area was also much more lightly taxed by it than heretofore, and a premium was put upon free-board. The classes were fixed as follows, the



Westward

measurement being in meters: 5, 6, 7, 8, 10, 12, 15, 19, 23, and over. There is no time allowance for rig in any class except the largest.

“All yachts of the classes above eight meters will have to be classed by the rules of the British or German Lloyds or the rules of the Bureau Veritas and will be classed R denoting that their scantlings are as required for their respective rating.”

An English expert wrote at the time: “It is to be deplored that the United States of America declined to take part in the proceedings, but preferred to adopt a measurement which produces a totally different type of vessel, thus rendering international racing in the future as little likely to be a true test of progress as it has proved in the past.”

Westward was built not to Lloyds R scantling but to Lloyds A scantling for class A and she was built to Lloyds highest class 100 A 1.

These rules mean not only that yachts must be stoutly built and equipped but also that no yacht not constructed according to

these rules can race in the Regattas in Europe and therefore has no value there; they mean further that any vessel built in Europe to compete for the *America's* Cup would be unmarketable in Europe after the race, for in order to meet the light-hulled vessel built on this side of the ocean to defend the cup she would have to be built of lighter and less seaworthy construction. This is also a severe handicap for the vessel that has to cross the ocean. If the cup should go to England this handicap will be brought home to us and we will regret that the powers that be refused to join the Yachting Confederation that adopted the International Rule.

Nathanial G. Herreshoff is a great genius not only in yacht designing but also in the construction as well as the rigging of yachts. He has been for years asked to design vessels to outsail his former productions which he has done with great success. It has been unfortunate for local yacht racing that he has been considered so superior to other yacht designers, for they have therefore seldom had an opportunity to show what they could

do. It has also prevented competition in the several regular classes and the result has been the unfortunate creation of the one design classes. The one design class is all very well for small boats but when applied to fifty and seventy footers it is a useless expenditure of time and money. Although two vessels are designed to be built after one and the same model it is quite impossible to make them precisely alike as far as their sailing qualities are concerned. No two pieces of wood or metal although of the same shape and form will weigh exactly the same, so that when put together the "one designers" must be different as to their weight, balance, and sailing ability. I have found that even in a class of small boats supposed to be exactly alike you can always class some of them as better than others in heavy weather, and others again as superior in a light breeze, and out of a class of twenty there will be two or three that under even conditions can outsail the others. The one design classes have destroyed the initiative of the amateur sailorman in this part of the world and put back the art of

yacht designing many years for Herreshoff has done all the thinking.

If the fifty and seventy foot one design classes had been built according to the International Rule we should have had strongly built vessels able to race and sail for twenty years instead of the flimsy vessels that pound their frail lives out in two seasons' racing. Would they have been any less fast? Was *Elena* faster than *Westward*? The former is of far lighter construction above the water line yet they were very nearly one vessel as to speed and sailing qualities as far as they were tested together in these waters. They were practically the same model with the exception that *Elena* had a centre-board in addition to her seventeen feet of draft.

Westward was in charge of Captain Charlie Barr, the gamest and best yachting skipper that ever lived, and he sailed her as only he could sail a vessel of her size. Mr. Cochran accompanied by a friend made the trip across the ocean in *Westward* and later, after her racing sails and spars had been put on board, cruised along the English coast to

tune her up. We, a choice party of his friends, made the trip from Dover to Hamburg on the steam yacht *Greta*, chartered by *Westward's* owner as a tender. We found the yacht at Brünsbüttel, the port of Hamburg, where the first race of the season takes place. She was alongside the quay with *Meteor* and *Germania* and looked small beside them, for they are twenty-four feet W. L. longer than *Westward* and have high bulwarks and decks covered with brasswork. Their masthead rigging also looked cumbersome as compared to the ingenious Herreshoff rig. The Germans looked at the light steel rigging of the American vessel with surprise, and insisted that it would pull apart and that she would lose her spars the first time the wind would blow. As a matter of fact she never parted a rope or lost a spar during the whole campaign.

She sailed against *Meteor*, *Germania*, *Hamburg* (*Rainbow*), *Nordstern*, and the English schooner *Cicily*, and won every race excepting the handicap race from Eckernförde to Kiel. Her handicap was ten minutes and as her allowance would have been nine

minutes she had nineteen minutes the worst of it. She received that day a cup for the fastest time over the course but *Meteor* won the race, the only first prize won by a German schooner during the Kiel Regatta of 1910. *Westward* won all the others.

My visit to Kiel greatly interested me for I had been there as a boy stopping at the Hotel Bellevue for the summer when war was declared between France and Germany. The French fleet anchored in the offing and the hotel was closed, as it was in the direct range of the French guns. The channel had been blocked by sunken stone-boats, but as Kiel was a place of small importance in those days the town was not fired upon.

After the Regatta at Kiel, *Westward* went to Cowes and it was in England that she distinguished herself most; for she not only met and defeated the German schooners there but also took the measure of the single sticker *Shamrock IV*.

From *The Field* August 6, 1910:

"The critics turned out in force to see *Westward*. Her sail plan, rigging, and steel construction is a

masterpiece. The only yacht that could make any show against the *Westward* at Cowes was *Shamrock IV* (seventy-five feet). The *Westward* had to allow *Shamrock* 3 secs. per mile. In fifty-two miles, therefore, *Westward* had to allow *Shamrock* 2 mins. 36 secs. and beat her 14 mins. 20 secs. The latter was 13 mins. 19 secs. ahead of *Germania* and 18 mins. 47 secs. ahead of *Meteor* (August 1, 1910)."

Westward remained in England for the winter in charge of Captain Barr who, sad to relate, died in the early spring from a sudden attack of the heart. The yacht was brought back to America in 1911 in order to meet *Elena*, and she was sold in 1913 to go to Germany where she was known as *Hamburg II*.

After the war she was purchased to go to England where she was rechristened *Westward* and an attempt was made to recondition her, but although sailing fast at times she no longer is the vessel she was when she first sailed in European waters.

THE FIRST OCEAN YACHT RACE

"HENRIETTA"

"SHE WALKS THE WATERS LIKE A THING OF
LIFE
AND SEEMS TO DARE THE ELEMENTS TO
STRIFE"



THE FIRST OCEAN YACHT RACE

IT IS the custom for people who have passed middle age to decry the present and hark back to the good old days. This is quite natural for we readily remember the good things of the past and easily forget the rough places we have been over.

If I, as a sportsman, should be asked, what were the best years during my lifetime in and about New York for a man of my tastes and inclinations, I should say the first few years that followed the Civil War — from 1865 to the panic of 1873.

During those years the sportsman was favored by nature and not yet hampered by laws. Game was plentiful and striped-bass fishing at its best.

Everyone loved a horse and most men drove trotters. Racing was a social function, Jerome Park was in its glory and the race horses belonged to one's friends.

The Four-in-hand Club was society's most fashionable resort. The social circle was small and select and the charge of the "400" as yet unheard of. Pigeon shooting was not yet taboo and there was much competition between the different strains of game cocks, while boxing was the manly art of self-defense.

Good American cooking had not been replaced by a poor imitation of the French cuisine, claret would age and grow mellow for the phylloxera was as yet unknown and the private cellars were full of old Madeiras.

The public as well as the domestic servants were all either Irish or negroes, and there was wit and laughter at every turn.

The Hebrew had not begun to claim his place in the sun. A Yugoslav was an unknown quantity but a jug o' whiskey was of great importance.

The most popular sport at that time was

yachting. The yachtsmen of the day owned large seagoing schooners and raced them in the open sea. The luxury loving steam-yachtsmen did not appear in force until 1881.

Yachting revived quickly after the Civil War and the seasons of 1865 and 1866 were full of interest.

Many new yachts were launched. Among the number was the centreboard schooner *Vesta* belonging to Mr. Pierre Lorillard. She defeated *Henrietta* in a match from Sandy Hook to Cape May and return by 56 mins. and later won a race from *Halcyon* in the Sound.

Henrietta had been beaten by *Fleetwing* over the Cape May course the year before — 1865 — by 1 hr. 19 mins.

At a dinner at the Union Club in October, 1866, at which Mr. Pierre Lorillard, Mr. George A. Osgood, and Mr. Lawrence R. Jerome were present the conversation happened to turn upon the seaworthiness of the centreboard yacht. The centreboard was no novelty at the time for the first vessel with a

sliding keel had been built in 1771 for Lord Percy by Captain Schanck at Boston and many yachts had been constructed of that design in later years. It was the success of *Vesta* in defeating *Henrietta* over the ocean course that brought about the discussion.

Mr. Lorillard offered to match *Vesta* against Mr. Osgood's schooner *Fleetwing* for \$30,000 a side in a match to be sailed from Sandy Hook to the Needles in the stormy month of December, in order fully to test the seagoing qualities of the two vessels.

After much talk the challenge was accepted by Mr. Osgood. Mr. James Gordon Bennett on hearing of the match begged to be allowed to enter *Henrietta* in the race on the same terms, which he was allowed to do. The conditions for a three-cornered race for \$90,000 were drawn up, a stakeholder selected, and December 11th, 1866, named as the day for starting the first ocean yacht race.

FIRST AGREEMENT

George and Frank Osgood bet Pierre Lorillard, Jr., and others \$30,000 that the *Fleetwing* can beat the *Vesta* to the Needles on the coast of England. The yachts to start from Sandy Hook on the second Tuesday in December, and to sail according to the rules of the New York Yacht Club, waiving allowance of time. The sails to be carried are mainsail, foresail, jib, flying jib, jib topsail, fore and main gaff topsails, main topmast staysail, storm staysails and trysails.

The yacht *Henrietta* enters the above race by paying \$30,000 subscription by members of the New York Yacht Club. Any minor points not embraced in the above that cannot be settled by the Messrs. Osgood, Lorillard and Bennett shall be decided as follows: Each shall choose an umpire, and the umpire chosen, in case of disagreement, to choose two others. Twenty per cent of the money to be deposited with Mr. Leonard W. Jerome on Tuesday, the third of November, balance

to be deposited on first Tuesday of December; play or pay.

We the undersigned agree severally to the above matter.

	J. G. BENNETT, JR.
<i>Witnesses</i>	FRANKLIN OSGOOD
H. S. FEARING	GEORGE A. OSGOOD
S. TAYLOR	P. LORILLARD, JR.

SECOND AGREEMENT

It is hereby agreed between the owners of the *Henrietta*, *Vesta* and *Fleetwing* that the ocean race which is to take place on the second Tuesday in December shall be from Sandy Hook to the Needles, England, and neither yacht is to take from New York a channel pilot and also that in addition to the sails previously mentioned each yacht may carry a square sail.

J. G. BENNETT, JR.
P. LORILLARD, JR.
GEORGE A. OSGOOD

THIRD AGREEMENT

It is agreed that the boats engaged in the ocean race may shift during the race anything but ballast; and that the forty-eight hour rule shall be waived; and that the race ends with the light on the west end of the Isle of Wight, bearing abeam, the yachts on the channel course bound for Cowes. The boats to start on Tuesday, December 11th, at one o'clock P.M., blow high or blow low. The boats to be started by H. S. Fearing.

GEORGE A. OSGOOD

P. LORILLARD, JR.

J. G. BENNETT, JR.

Each yacht carried two judges. For example Mr. Lawrence R. Jerome and Lieutenant A. M. Knapp sailed on *Henrietta*. The former represented *Fleetwing* and the latter *Vesta*. The judges on *Fleetwing* were Messrs. Ernest Staples and Robert Center and on board *Vesta* Mr. George L. Lorillard and Colonel Stuart M. Taylor.

Fleetwing was a schooner of 212 tons and drew 11 feet 8 inches. Her mainmast measured 81 feet 6 inches and her mainboom 60 feet. Her spars were not reduced. She was commanded by Captain Thomas and had a crew of 22 sailors. Mr. Vandeusen her builder was a passenger.

Henrietta was a keel schooner of 205 tons and drew 11 feet 6 inches. Her mainmast was reduced 7 feet to 79 feet, and her mainboom was 57 feet long. Captain Samuels of *Dreadnought* fame was her navigator and Captain Lyons her sailing master. She carried a crew of 24 all told. Mr. Bennett, the owner, and Mr. Stephen Fiske of the New York *Herald* were passengers.

Vesta was a centreboard schooner of 201 tons, 108 feet over all. She drew 7 feet 6 inches and with her full board down 15 feet. Her mainmast was reduced to 80 feet and her mainboom to 58 feet. She was commanded by Captain Dayton with Captain Henry Johnson of clipper ship fame as adviser. Her crew consisted of 23 sailors.

Commodore W. H. McVickar the owner

of the yacht *Magic* was appointed referee and sailed for England on the *Scotia* the day following the start of the ocean yacht race. As it happened he arrived in time for the festivities at Cowes but too late for the finish of the race, for the winner arrived nine hours before the steamer.

The cockpits of *Henrietta* and *Vesta* had been decked over so as to give them flush decks aft of the main companionway. This precaution was unfortunately not taken with *Fleetwing*.

The yachts had great trouble with their crews. The wives and mothers of the men feared the winter passage and persuaded most of the men to desert at the last moment.

The crews finally consisted of a motley lot of sailormen. *Henrietta* had to depend greatly on her officers Lyons, Jones, and Coles, who were eager to atone for the lubberliness of the crew.

Fleetwing was better off for she had nine whaling ship captains on board who volunteered at the last moment.

The day of the start, December 11th, 1866, was clear and cold with ice forming in the harbor. The three yachts lay off Staten Island and were towed to the starting point, Buoy 5, off the point of the Hook.

In sight of the yachts at the start was the stranded steamer *Scotland* surrounded by wrecking tugs. She had recently struck on the spot now marked by the Scotland Lightship.

New York was decorated with flags and the harbor dotted with crowded excursion steamers.

The yachts were started from the Revenue Cutter *Jasmine* at 1 P.M. by Mr. H. S. Fearing.

Fleetwing held the most northerly position and was first to cross the line followed by *Vesta* and *Henrietta*.

The wind was strong W. N. W. and the course E. S. E. so squaresails were set soon after the start.

The yachts separated the first evening. *Fleetwing* selected a northerly short course. *Henrietta* sailed the steamship route and *Vesta* looked for good weather further south.



Start of the first ocean race

After the first day they saw nothing of one another until they arrived at Cowes.

Henrietta carried all her sail at the start and was making 11 knots when struck by a snow squall and obliged to shorten sail. She sailed 235 miles the first day which was followed by 210 the following day. The third day she logged 204 miles going 14 knots at night. The fourth day was thick weather and the log shows 225 miles by dead reckoning. The wind had been W. by N. to N. by W. since the start.

The following day was Sunday. "The prayers for the day, a chapter from the Bible and one of Jay's brief sermons were read in the cabin to the assembled crew."

"At night the wind shifted to W. S. W. and we were obliged to jibe ship. Mainsail double reefed, we sailed 280 knots." This was the best run of the trip. "She sailed 250 knots in the following twenty-four hours and at 4 P.M. a gale set in with all its fury. Mainsail was furled, foresail trebly reefed, and jibs taken in. At 8:40 P.M. was boarded by heavy sea completely burying us, filling the foresail

and staving the boat. Hove to under storm main try sail. Vessel logged 115 miles. Wind shifted N. by W. at noon. At 3 P.M. we were going 15 knots an hour with waves mountainous high—260 miles. Ran into warm weather and smooth seas and went gliding along at the rate of 250 miles a day. Spoke packet-ship *Philadelphia*, only vessel spoken during voyage.”

“At 3 P.M. on Sunday Captain Samuels informed us we were on soundings and at midnight off Cape Clear. Passed Scilly Island Lights Christmas Eve.”

On Christmas day under every stitch of canvass *Henrietta* with her colours floating in the breeze flashed by the Needles at 3.45 P.M., 13 days, 22 hours, 46 mins. from Sandy Hook winning the race through Captain Samuels’ clever navigation. He had brought *Henrietta* from New York to the Scilly Islands without making a single tack and having varied only 11 miles from the straightest possible route between the two places. This marvellous landfall won the race.

Henrietta continued on to Cowes and dropped anchor at 5:32 P.M.

It being Christmas day, and the yachts not being expected until a week later, she was greeted by one lone member of the Royal Yacht Squadron with: "You are before your time!"

During these days *Fleetwing* was having more heavy weather further north. On the 19th her log reads: "S. S. W. breezes which gradually increased to a raging gale and heavy sea. The canvas was reduced to double reefed foresail and fore staysail and under these the vessel was pressed. At 9 P.M. a terrific sea struck her abaft the starboard main shrouds which flooded the cockpit and washed eight men overboard. Six of them were lost including the two men at the wheel. Two men who caught hold of lines were saved. In the confusion which naturally ensued the vessel broached to and carried away her jibboom, while the sea for a moment took charge of the deck.

"She was hove to for five hours. Thus crippled in crew and canvas she was considered

out of the race." She ran into better weather however, logging 270 miles one day. *Fleetwing* passed the Needles at 1 A.M. on the 26th.

Vesta had taken a southerly course hoping for good weather and smooth seas. She averaged over 239 knots during the first nine days of the voyage and her best run was 277 miles. She met with no accidents and shipped no seas. She was in the edge of the storm on the 19th and scudded before it, out of her course, for eight hours. She was boarded by Pilot Webb of Cowes about 10 miles W. S. W. of the Needles and owing to the haze which overhung the sea the pilot mistook St. Catherine's Light for that of the Needles. They had to come about and beat back against a head sea losing much time.

Colonel Stuart Taylor always maintained that *Vesta* sighted the Scilly Lights more than one hour before *Henrietta* but that their compass was wrong and they were obliged to haul on the wind and beat for four hours against a strong S. S. W. wind and heavy sea, besides which they had to lay to off Portland Rip for one hour waiting for a pilot who

promptly mistook St. Catherine's Light for the Needles.

It is certain that they lost all chance of winning the race owing to a very bad landfall caused by too much talent on board.

Vesta passed the Needles 8 hours 55 mins. astern of *Henrietta* and 40 mins. after *Fleetwing*.

Colonel Taylor wrote at the time: "As we reached the little town of Cowes sleeping sweetly in the stillness of the night and drifted our anchor we descried near us not only *Henrietta* but also *Fleetwing*. She crept in while we were blundering about St. Catherine's Light. By comparing logs we found we had made the Scilly Lights 65 mins. before *Henrietta*. We lost the race by a bad landfall and the pilot's error." He estimated *Vesta* had lost 9 hours and 50 mins. by these mistakes.

Mr. Lorillard once told me that spiritualism was much in vogue in New York at that time and that during the race he had consulted a well-known medium. Telling her that he had a yacht sailing in a match he

asked her what would be the result. After the usual ceremonies she informed him that his boat would arrive first yet would not win the race, which was practically what happened.

Vesta did not win but crossed the Atlantic with perfect safety and although having had bad luck arrived at Cowes only a few hours after the winner.

It is remarkable that in a race to test the claims of the centreboard the performance of *Vesta* should have been ignored as though it had decided nothing. It did teach a lesson which was not forgotten for the craze for deep and narrow vessels did not survive many years.

The modern racing yacht of which *Reliance* is perhaps the best example, for she is the acme of speed and power, has the sweetened shallow hull of the old centreboard yacht with a finkeel which is little more than a fixed and weighted centreboard.

As there is a limit to water line length in the present Rule, long ends were added to provide a longer water line base thereby increasing the power to carry sail.

Although *Henrietta* finished on December 25th the news did not reach New York until the afternoon of the 29th. The Atlantic Cable had been recently relaid and a severe storm had wrecked the Nova Scotia land lines, interrupting communication for four days.

Speculation was rampant in New York at that time and gambling the fashion. There was much betting on the race and *Fleetwing* was the favorite owing to her better crew.

Mr. Leonard W. Jerome backed *Henrietta* and won considerably over \$100,000. I well remember when a boy driving to Jerome Park with him during the winter of 1867 in a large blue and golden boat sleigh which had been built for him to celebrate the event. It took six horses to pull the sleigh over the snow and what surprised me most was that he drove the ten miles in the cold without gloves.

The yachtsmen were received with great hospitality by the members of the Royal Yacht Squadron and entertained both at Cowes and in London. At all these entertainments Mr. Jerome was the life of the party

and told stories that greatly amused the Britishers.

Mr. Lawrence R. Jerome was a very large man full of good humor and wit and a practical joker by profession. He played all manner of jokes on his shipmates and the other yachtsmen and they were unable to return the compliment until one member of the party bethought himself of the following brilliant joke.

Visiting Osborn House he succeeded in purloining a sheet of the Queen's note paper. when the guide was not looking. On this note-paper he wrote an invitation from Her Majesty bidding Mr. Jerome to dine at Osborn House on a certain evening.

Jerome was both pleased and distressed when he discovered that he was the only member of the party so honoured. His friends persuaded him that an invitation from royalty was a command which he was obliged to comply with and that he had been selected as Her Majesty had probably heard of his great wit!

His shipmates sat about and jollied him



Henrietta

along as he dressed for the banquet but did not tell him the truth until the gig had put off from the yacht bound for the Royal Landing.

When Jerome was recalled and climbed back on board *Henrietta* his relief was so great that he danced a hornpipe on deck.

Queen Victoria requested that the anchorage of the yachts be changed so that she could see them from Osborn House, and graciously invited the yachtsmen to a special audience.

Mr. Bennett was so impressed by the kind hospitality he had received that he wrote the following letter to Prince Alfred, Duke of Edinburgh.

Off Cowes, Dec. 31, 1866

Your Royal Highness,

At Lord Lennox's dinner on Friday last you were pleased to match your yacht *Viking* to sail the *Henrietta* around the Isle of Wight next August for a cup worth £100. I would not say so then because I was bound to make the match proposed; but, in fact the arrange-

ment will somewhat interfere with the disposition which I had determined I would make of my yacht in case she should win the Ocean Race. I beg that you will accept as a New Year's gift to an English yachtsman from an American yachtsman, the *Henrietta* as she now lies in perfect order off Cowes, and I have instructed Captain Samuels to hold her subject to your orders. The unbounded hospitality with which the American yachtsmen have been received by all classes in England will always be remembered in the United States with the warmest gratitude, and I sincerely hope that you will not deprive me of the opportunity of acknowledging this most cordial reception by presenting the winning yacht to the representative of English yachtsmen.

I have the honor to remain,

Very respectfully yours,

J. G. BENNETT, JR.

TO H. R. H.

PRINCE ALFRED DUKE OF EDINBURGH,
etc., etc.

Clarence House Jany. 22d, 1867

Dear Mr. Bennett,

I find it difficult to express how gratefully I appreciate the kindly feeling which dictated your letter of 31 ulto. as well as the splendid present which you offer to my acceptance, but most of all the delicacy with which you seek to diminish the personal obligation under which you would lay me by giving to your generous offer an international character. It is, indeed, this last consideration only which has led me to hesitate in replying to your letter, for personally it would have been impossible for me to accept so costly a present; but I feel bound fully to consider the question in the light in which you were good enough to place it, and if on full consideration I feel compelled to decline your generous offer, I trust that neither you nor your gallant competitors, nor your countrymen at large, will believe that the yachtsmen of England less appreciate or less reciprocate the feeling of good fellowship which prompted the offer. The *Henrietta* is a vessel which any man may feel proud to

possess, and I trust she may long continue in the hands in which she has accomplished so triumphant a success. We must try to find a rival to her and do our best in common with all Englishmen. I sincerely hope that such friendly rivalry may be the only description of contest in which our respective countries may ever be engaged. It has given me great pleasure to offer a cordial reception to you and your companions in England, and I feel assured that if my professional duties in command of one of Her Majesty's ships should ever take me to your shore, I should there meet on the part of my brother seamen with a reception not less hearty than that which we have been happy to afford you here.

Believe me yours sincerely,

ALFRED

To

J. G. BENNETT, JR., ESQ.

Henrietta was designed by William Tooker, was built by Henry Steers at Greenpoint and launched in June, 1861. It was soon after that that the Civil War began and Mr.

Bennett placed the vessel at the disposal of the government. She was commissioned as a Revenue Cutter and did service along the coast as far south as Florida until the end of the war.

In 1865 *Henrietta* became what she had been intended for, Mr. Bennett's yacht.

On her return to America after the ocean yacht race she was sold and eventually went to Boston to be employed as a fruiter. She was lost on December 16th, 1872, off the coast of Honduras on her way from Ruatan.

Mr. Bennett purchased *L'Hirondelle* in 1868 and in November of the same year she was lengthened to 120.70 feet overall and 116.90 feet on the waterline. Her draft after alterations was 12.25 feet. Her name was changed to *Dauntless*.

In 1915, *Fleetwing* and *Vesta* were both in the junkyard at New London. When in 1916 bottoms were at a great premium *Fleetwing* was fitted out as a freighter and was lost at sea.

After selling *Vesta* Mr. Lorillard ordered a large keel schooner to be designed by Bob

Fish which when built was christened *Challenge*.

While this vessel was still on the stocks Mr. Lorillard received a visit from an old sailorman who brought the usual buried treasure story — a map given him by a friend on his deathbed showing the exact spot, near three palm trees on the beach of a small West Indian island, where the treasure was buried.

The story seemed plausible to Mr. Lorillard and, as he did not wish to use the vessel as a yacht at the time, he accepted the sailor's proposition to send him after the treasure.

Challenge was fitted out, heavily armed, and placed in charge of Dr. George Lorillard and sailed for the tropics.

Dr. Lorillard told me years later that they found the island and the palm trees and nearby a great grave-like hole on the beach surrounded by broken chests and boxes with queer designs on them. Someone had been there before them and had removed the contents. He said they never knew whether the boxes had contained pieces of eight, gold plate or canned goods!

Challenge made the best passage on record on her return, sailing very fast. She was sent back to the West Indies after a cargo of fruit and was unfortunately lost at sea.

From the Logs of

Days	<i>Henrietta</i>	<i>Fleetwing</i>	<i>Vesta</i>
1	237	239	240
2	469	488	445
3	672	708	650
4	897	894	877
5	1143	1112	1111
6	1423	1352	1347
7	1673	1512	1554
8	1786	1700	1776
9	2053	1960	2053
10	2216	2096	2218
11	2468	2328	2471
12	2664	2543	2672
13	2836	2737	2837
14	3086	3007	3046
15	3126	3135	3144

Shortest possible route from Sandy Hook to Needles, 3068 miles.

HENRIETTA

Length on deck, 99 ft.
Length on water line, 90 ft.
Breadth of beam, 23 ft.
Depth of hold, 9 ft. 6 in.
Draught of water, 11 ft.
Register, 205 tons.
Length of mainmast, 79 ft.
Length of fore-mast, 77 ft.
Length of main boom, 57 ft.
Main gaff, 27 ft. 6 in.
Fore gaff, 26 ft.
Length of bowsprit outboard, 20 ft.
Length of flying jib boom, 19 ft.

OCEAN YACHT RACES

December 11th, 1866. *Henrietta*, *Fleetwing*,
and *Vesta*.

From Sandy Hook to the Needles.
Won by *Henrietta* by 8 hours 15 mins.
Fleetwing beating *Vesta* by 40 mins.
Time. 13 days 22 hrs. 46 mins.

July 4th, 1870. *Cambria vs. Dauntless.*

From Daunt's Rock to Sandy Hook.

Won by *Cambria* by 1 hr. 17 mins.

Time. 22 days 5 hrs. 17 mins.

March 12th, 1886. *Coronet vs. Dauntless.*

From Owls Head to Roche's Point.

Won by *Coronet* by 23 hrs. 23 mins.

Time. 14 days 19 hrs. 3 mins.

May 17th, 1905. German Emperor's Cup.

From Sandy Hook to the Lizard.

Finish	Elapsed time
Atlantic	12.04.01
Hamburg	13.02.06
Valhalla	14.02.53
Endymion	14.04.19
Hildegarde	14.04.53
Sunbeam	14.06.25
Fleur de Lys	14.09.33
Ailsa	14.11.10
Utowana	14.11.51
Thistle	14.19.29
Apache	18.17.05

Time. 12 days 4 hrs. 1 min.

“RESOLUTE” AND “SHAMROCK IV”



RESOLUTE AND SHAMROCK IV

WHEN Sir Thomas Lipton challenged for the third time for the *America's* Cup in 1913, he stipulated that the competing yachts "shall not exceed 75 feet on the waterline and that the best three out of five races shall decide the issue."

This challenge was rejected by the N. Y. Y. C., and Sir Thomas was informed in plain words that any stipulation on his part would bar the way to a race for the Cup.

On April 18th, Sir Thomas sent an unconditional challenge without any stipulation as to the size of the defending yacht, but stated that the challenger would be a 75 footer.

This challenge was eventually accepted for a series of races in September, 1914, and it was understood that the rule requiring a yacht "to rate at the highest limit of her class in certain cases shall not apply to this match."

During the negotiations Sir Thomas wrote: "I appreciate the grounds on which the N. Y. Y. C. desires to keep alive the right to defend with a yacht of greater length than the challenger, but am convinced that the right is so opposed to the best interests of this important international event that it will not be exercised."

In September, 1913, a 75-foot "defender" was ordered by a N. Y. Y. C. syndicate. The designer and builder selected was Nathaniel G. Herreshoff.

Mr. Robert W. Emmons, 2nd, was appointed manager with Mr. Charles Francis Adams at the wheel and Captain Chris. Christiansen as professional assistant. This vessel was named *Resolute*.

In October Mr. Alexander S. Cochran gave William Gardner an order to design



Shamrock IV and Resolute
Finish of Third Race

a trial yacht of a like length. This vessel was built at Lawley's yard in Boston, was christened *Vanitie*, and was sailed at first by Captain Dennis, who resigned after a few races and Captain Harry Haff took command.

A third vessel, *Defiance* by name, was designed by George Owen for a Philadelphia syndicate, and was built in Maine.

The underbody of *Resolute* was of manganese bronze. Above the waterline she was of light steel construction, single riveted. Her decks were of aluminum, and she had a thin bronze blade of a centre-board. She drew normally 13 feet 8½ inches, and, with the board down, 22 feet.

Vanitie was of much stronger construction, being double riveted throughout, and was built of manganese bronze, and the first season was unpainted but polished. She also had a centre-board.

Defiance was built of wood.

It was soon apparent that Herreshoff had designed the smallest vessel and that the time she would be allowed depended upon

her headsails, for *Resolute* had a forward and an after step for her mast. In the former case she had a short bowsprit and carried a single headsail. In the latter, a longer bowsprit and a double headrig. She eventually adopted the latter rig.

During the season of 1914 a number of trial races were sailed by these three vessels. Although *Resolute* won the majority of these races, it was often by a very small margin.

Defiance did not win a race, and retired on July 23rd.

On August 16th *Shamrock IV*, accompanied by s.y. *Erin*, arrived in New York Harbor, and, owing to the War, was hauled out in South Brooklyn with her underbody hidden by canvas.

Resolute and *Vanitie* were put in commission in 1915. This caused adverse criticism in England, for it was thought there that, as the challenger had to remain idle owing to the war, the American vessels should do likewise.

During the season of 1915 *Vanitie* was

sailed by Commodore C. Vanderbilt with Captain Christiansen in attendance.

The two yachts sailed a number of trial races, and also joined the N. Y. Y. C. cruise.

In the run from New London to Newport *Vanitie* distinguished herself, for carrying a club-topsail in a strong breeze she out-sailed the fleet. *Resolute* was disabled, and many of the large schooners did not face Point Judith.

During the racing of these two seasons *Resolute* had been well managed and very well sailed, but *Vanitie*, a beautiful vessel to look at, had suffered from changes of management as well as changes of skippers.

It was believed by many yachtsmen that her true form had not been seen, and it was thought that she could be greatly improved.

TRIAL RACES 1914

<i>June</i>	2 Long Island Sound,	m.	s.
	<i>Vanitie</i> won by	13.	35
	3 Long Island Sound,		
	<i>Resolute</i> won by	2.	45

	6 Long Island Sound,	
	<i>Vanitie</i> won by	2. 40
	10 Sandy Hook,	
	<i>Resolute</i> won by	7. 29
	11 Sandy Hook,	
	<i>Resolute</i> won by	1. 16
	12 Sandy Hook,	
	<i>Resolute</i> won by	6. 00
	23 Long Island Sound,	
	<i>Resolute</i> won by	16. 20
	25 Long Island Sound,	
	<i>Resolute</i> won by	8. 03
	26 Long Island Sound,	
	<i>Resolute</i> won by	4. 14
July	8 Newport	
	<i>Resolute</i> won by	1. 19
	10 Newport,	
	<i>Resolute</i> won by	33. 07
	18 Newport,	
	<i>Resolute</i> won by	0. 53
	31 Long Island Sound,	
	<i>Resolute</i> won by	23. 17
Aug.	1 Long Island Sound,	
	<i>Resolute</i> won by	5. 35

4	Newport,	
	<i>Resolute</i> won by	2. 21
5	Block Island Sound,	
	<i>Resolute</i> won by	5. 19

	TRIAL RACES 1915	m. s.
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<i>July</i>	3	Long Island Sound,	
		<i>Resolute</i> won by	4. 48
	5	Long Island Sound,	
		<i>Vanitie</i> won by	3. 05
	6	Long Island Sound,	
		<i>Resolute</i> won by	2. 25
	10	Long Island Sound,	
		<i>Resolute</i> won by	4. 48
	13	Sandy Hook,	
		<i>Resolute</i> won by	5. 27
	14	Sandy Hook,	
		<i>Resolute</i> won by	0. 52
	15	Sandy Hook,	
		<i>Resolute</i> won by	1. 30
	27	Newport,	
		<i>Resolute</i> won by	5. 04
<i>Aug.</i>	5	Newport,	
		<i>Resolute</i> won by	1. 08

6 Buzzards Bay,	
<i>Vanitie</i> won by	9. 31
7 Massachusetts Bay,	
<i>Resolute</i> won by	20. 28
10 Massachusetts Bay,	
<i>Resolute</i> won by	5. 16

There were also a number of races in which one or the other did not finish, also several races of *Resolute* vs. *Defiance* and *Vanitie* vs. *Defiance*.

In October, 1919, Sir Thomas Lipton renewed his challenge, which was accepted, and July 15, 1920, named as the date for the first race.

Shamrock IV was taken to Jacob's yard at City Island for a thorough overhauling. Designed by Nicholson and built of three thicknesses of mahogany, she was of the lightest construction yet elastic and strong. Some alterations were also made to her hull.

It was the first time that the critics could see her underbody, and they were not impressed by her beauty of line.

Mr. Cochran presented *Vanitie* to the Cup Committee, and they placed her in the hands of Rear Commander George Nichols, who sailed her cleverly during the trial races of 1920.

Vanitie's rail was cut away from about two-thirds way aft to lighten her and free her decks, and later on the rail was removed from stem to stern. Her centre-board was also altered so as to throw the weight more forward.

The first trial race between *Resolute* and *Vanitie* was sailed in Long Island Sound on May 22. *Resolute*, when in the lead, carried away her mast.

The yachts were then taken to Newport, where they sailed eleven races in which both yachts finished:

	m. s.
1st <i>Resolute</i> won by	5. 39
2nd <i>Vanitie</i> "	3. 16
3rd <i>Resolute</i> "	33. 07
4th <i>Resolute</i> "	1. 00
5th <i>Vanitie</i> "	0. 54
6th <i>Resolute</i> "	0. 57

	m. s.
7th <i>Vanitie</i> won by	4. 02
8th <i>Resolute</i> “	3. 49
9th <i>Resolute</i> “	0. 14
10th <i>Resolute</i> “	1. 07
11th <i>Vanitie</i> “	0. 42

Vanitie allowed *Resolute* 1 m. 8 secs.

On June 26 the Committee selected *Resolute* to defend the Cup, and Commodore Nichols was appointed navigating officer.

The boat with the slightly better record had been chosen. The issue had always been in doubt until the yachts were over the finish line, and correction for time allowance had been made.

Each leg of every course was considered by the Committee. The outcome showed a slight advantage in favor of *Resolute*.

The Committee had to consider that the management and sailing of *Resolute* had been nearly perfection, and that Mr. Adams had sailed the yacht during three seasons and knew her every whim.

Shamrock IV had been easily outsailing

Shamrock III off Sandy Hook, the latter having arrived from England to act as a tuning-up trial vessel.

Mr. William P. Burton, the amateur skipper of the challenger, was at a great disadvantage, for he was sailing a yacht that he knew little about.

MEASUREMENTS OF CUP YACHTS

RESOLUTE		SHAMROCK IV
	Sail area	
8775 sq. ft.		10,459.4 sq. ft.
	Length over all	
106.34 ft.		110.39 ft.
	Length water line	
74.97 ft.		75 ft.
	Quarter beam length penalty	
1.23 ft.		3.97 ft.
	Racing length	
76.20 ft.		78.97 ft.
	Displacement	
3650 cubic ft.		3879 cubic ft.
	Draught penalty	
		0.58 ft.
	Rating measurement	
83.5 ft.		84.4 ft.

Shamrock IV allows *Resolute* 7 min. 1 sec. *Resolute* was painted white and *Shamrock IV* light green.

During the races the yachts experienced every kind of weather — dead calm, heavy wind, thunder squalls, rain, and fog.

The first race was on July 15th. *Resolute*, when nearly 4 mins. in the lead, and just before rounding the outer mark, parted her throat halliards, which spread the jaws of her gaff, and she retired from the race.

This action on her part was commented upon, for being in the lead and having over 7 mins. allowance, it was thought by many that she should have endeavored to finish the race down wind.

Her managers, however, were probably wise, for having discovered that they had the better vessel to windward, it was better to take no risks with damaged masthead tackle.

It was said later that *Shamrock IV* had sprung her bowsprit.

Twenty minutes after the start of this race, I felt convinced that barring accidents

the Cup was safe, for *Resolute* not only outpointed her rival, but was also a trifle quicker in stays.

The second start was unsuccessful, for, after sailing two sides of the triangle in baffling, light winds, the race was declared off.

This race was resailed on June 20th. There was very little windward work as the wind shifted. *Shamrock* won by 2 mins. 26 secs. *Shamrock* covered the course in 9 mins. 27 secs. better actual time.

Third Race, 4th Start, 15 miles to windward and return.

This race was a deadheat as far as actual time is concerned. Both the yachts sailed over the course in the identical time, *Resolute* winning on her time allowance of 7 mins. 1 sec.

This was a race that was full of interest.

The two boats crossed the starting line on the starboard tack, *Shamrock* to windward and 19 secs. in the lead. *Shamrock* came about immediately, and in a few minutes *Resolute* followed. This put Burton

well in the lead with a free wind, and left the course open to him to point further off the wind than *Resolute* in an effort to realize what it is believed to have been the designers' object when he planned the challenger, that is, to be able to sail much faster than usual by sailing a little off the wind, and so to sail around the defender.

For nine and a half miles they both held this port tack, *Shamrock* sailing faster but *Resolute* pointing higher.

When *Shamrock* came about, the yachts were about a mile apart. As the two yachts approached one another, although *Shamrock* had the right of way, she could not force *Resolute* to come about, so tacked and stood in shore again slightly in the lead.

As they approached the New Jersey coast *Shamrock* came about and *Resolute* followed. The yachts were now together with the defender on the weather side. Then followed a great fight for a free wind, both yachts feinting and tacking back and forth. In half an hour they tacked twenty times. Each time they tacked, *Shamrock*, picking

up her speed more slowly than *Resolute*, lost time.

When the two boats started for the turning stake, *Shamrock* was 40 yards astern. Following the same course for seven and one half miles with identical sail, *Shamrock* had overhauled only about 30 yards of *Resolute's* lead when they rounded the stake. She was 2 mins. 6 secs. behind, and, being slow in changing sails, lost more time.

She footed faster down the wind owing to her greater sail area, and, finally blanketing and then passing *Resolute*, finished 19 secs. ahead, making the race a dead heat in actual time.

The next time the yachts went to the start there was a 36 mile gale blowing from the southwest and the race was called off by mutual consent.

This was greatly criticised by the arm-chair yachtsmen, who could not understand that the modern racing yachts, without rails or protection for the sailors, are not safe conveyances in a thrash to windward in a gale of wind and a rough sea. It was the

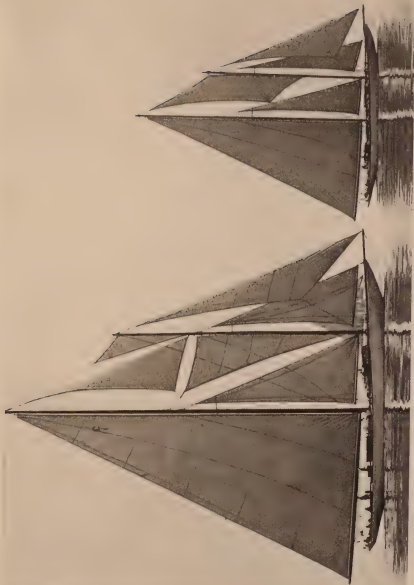
danger to human life, not the question as to whether the yachts could withstand the punishment, that caused the race to be called off.

Then followed two unfinished races, owing to lack of wind.

The fourth race on July 23rd, over a triangular course, was won by *Resolute* by 9 mins. 58 secs. corrected time. *Shamrock* having been remeasured with a shorter topmast now allowed 6 mins. 40 secs.

The fifth race, on July 27th, — 15 miles to windward and return, — was won by *Resolute* by 19 mins. 45 secs., and the thirteenth defense of the *America's* Cup became yachting history.

Great credit was due to Mr. Adams for the masterly way he had handled *Resolute*. Following in the footsteps of his forefathers, who had sailed the Ship of State through much rough water, he had added to the laurels of an illustrious name.



Resolute and Vanitie

1926

AMERICAN CUP RACES, 1920

RESOLUTE *versus* SHAMROCK IV

- 1st Race July 15 30 miles to windward and
return. *Shamrock IV*
won. *Resolute* disabled.
- 2nd " " 20 Triangular course—
Shamrock won by 2
mins. 26 secs.
- 3rd " " 21 30 miles to windward
and return. *Resolute*
won by 7 mins. 1 sec.
- 4th " " 23 Triangular course—
Resolute won by 9 mins.
58 secs.
- 5th " " 27 30 miles to windward
and return. *Resolute*
won by 19 mins. 45 secs.

THE KETCH "KONA".



KONA

THE ketch *Kona* was designed for me by Commodore R. M. Munroe for the purpose of tarpon fishing in the rivers of Cuba.

She was built in Baltimore and was very strongly constructed of wood and coppered.

Kona was 56 feet 6 inches on the water-line and 17 feet beam, and had a centre-board and a Craig gasoline engine of 25 horsepower.

Her draft was but four feet, for, although the rivers of Cuba are deep, there is a bar at the mouth of almost every river on which there is generally not much more than four feet of water at high tide.

The career of this little vessel is probably unique for in ten years she sailed 41,165 sea miles. She weathered the dreaded Cape Sable, Nova Scotia, eight times and passed

Cape Sable, Florida, even more often. She rounded the inhospitable Cape San Antonio at the west end of Cuba fourteen times, and made the voyage between New York and Key West eleven times.

She has also been to Antilla at the eastern end of Cuba, as far south as the Isle of Pines, and as far north as the Bay of Islands, Newfoundland — a record which I do not believe has ever been duplicated by a yacht of her size.

In the summer of 1909 she sailed from Baltimore to Bar Harbor, from there to Halifax, and to Canso, through the Bras d'Or lakes to Sidney, Cape Breton Island, and returned to New York by the same route.

In October of that year she sailed from New York for Key West, around the west end of Cuba to Batabano and the Isle of Pines. After cruising along the south coast of Cuba we returned to Key West. We were close hauled in a strong wind and heavy sea from Justias Key to Key West for 26 hours — 180 miles. After cruising among

Kona



the Keys she left for New York outside, sailing 1063 miles from Miami to New York in 7 days, 18 hours, which is said to be a record.

In October, 1911, she left for Key West and continued on to Cienfuegos, Cuba. We cruised inside the reef along the south coast and returned to New York. In July we sailed for Dark Harbor, Maine, and later made Halifax, Port-aux-Basques, and Bay of Islands, Newfoundland, back to Port-aux-Basques, across to Sydney, through the Bras d'Or lakes, and returned to New York.

In 1912 she repeated her trip to Cienfuegos, Cuba, and return.

In 1913 she sailed for Cuba again, going as far as Cienfuegos, and returned to New York, and in July made a voyage as far east as Halifax, Nova Scotia, and back to New York.

In 1914 her trip was to the Isle of Pines, along the south coast of Cuba, and back to home waters.

In 1915, she returned to Cienfuegos, and on her journey north met with her first mis-

hap, for she parted her weather shrouds in a heavy sea, sprung her mainmast, and had to return to Miami for a refit and a fresh start.

On the 9th of July at 9 P.M., when within sight of the lights of Bar Harbor, we were struck by a sudden storm "wind 70 miles an hour and heavy rain." We were driven out to sea, lost the jigger-mast, and had to cut away the launch. We limped into Bar Harbor the following evening at five o'clock after a very bad night at sea. After refitting we cruised to Lockport, Nova Scotia, and back to New York.

Kona sailed in November, 1916, for Key West and from there to Antilla, Cuba. We cruised along the north coast, stopping at Nuevitas and Matanzas. Sailing for Key West, we ran into a bad Norther and had to return to Cuba, but made Key West and Fort Myers, Florida, later on.

In 1917 we had a six weeks' cruise along the south coast of Cuba and back to Fort Myers where the yacht was laid up on account of the war.



Kona from aloft

During all these trips *Kona* was commanded by Captain Thomas Dahlberg, a deep-sea sailorman who has great confidence in the little craft.

We were always on the hunt after fish and entered many rivers in Cuba looking for tarpon, with the result that we "jumped" and played 254 tarpon and took over 500 other large game fish.

SUMMARY

	<i>Sea miles</i>
1909-1910	6120
1910-1911	5071
1911-1912	6718
1912-1913	4559
1913-1914	5925
1914-1915	4442
1915-1916	4658
1917	1424
1918	700
1919	1548
	41,165
	Miles

□/

12k

